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# Navy News

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It's Best to look to BERNARDS

The Newspaper of the Royal Navy and Royal Naval Association

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## It's a promise

### NO 'IRISHMAN'S RISE' PAY DEAL

The Royal Navy's package deal on pay contains a few facts and a vast area of possibilities on which negotiation teams will have to work flat out if they are to be ready for operation by April, 1970.

As everybody knows by now, the interim award is about 4 per cent. of basic pay, but the important concession for married men is the decision on continuous payment of ration allowances — even when the husband is away from home.

Younger marrieds are to have the same allowance and benefits as everybody else, official calculation putting a married able seaman under 21 at £2 12s. 6d. a week extra, assuming he is

drawing pay, marriage allowance and ration allowance.

Medical and dental officers have come out of the interim award very well, and there are also improvements in various other sectors, such as continuous pay for submariners.

Beyond this stage, anyone interested can have half-a-guinea's worth of official report running into thousands of words, and delving into many of the grouse subjects heard in the Service.

#### IFS AND BUTS

At the present stage, of course, it is largely ifs and buts. Anyone throwing his hat into the air with joy, or getting steamed up, over this suggestion or that could easily have drawn the wrong conclusion in the first

place, or be bothering about what may never happen.

In the end, like all package deals, the result of long negotiations are likely to be "roundabouts and swings," the hope being that a less useful return in one area may be balanced by something rather better in another.

For instance, payment for food and accommodation is wide open to all sorts of misconceptions. Under this heading, as well as others which might arouse misgiving, it is as well to remember the promise — no Irishman's rise!

The Prices and Incomes Board have grappled with a highly complex set-up. Their report is a good beginning, and sets out in great detail the social and financial problems of Service life.

It is accepted that bringing the "military pay code" into being next spring will cost millions, suggesting a settlement much more generous than the interim award.

#### Flag, sir?

This picture was taken on Friday the 13th (of June), but we're sure it didn't prove unlucky.

The Royal National Lifeboat Institution is always grateful for help in raising funds, which is just what these two Wrens were doing when they sold flags in Portsmouth dockyard.

They are Wren Jean Hourston (left) and Wren Judith McGill.

Photo: PO Dave Morris



#### FISHERY ARRESTS

The fishery protection vessel H.M.S. Letterston arrested two French trawlers in June and escorted them into harbour.

The first was escorted into Dover after being arrested in the Thames estuary for fishing with the wrong-sized nets.

At the time the Letterston was on her way to the Northumberland coast to investigate reports of incidents between British and foreign trawlers.

Later, off Sussex, the Letterston arrested a second French trawler, for a nets offence and escorted her to Newhaven.

Meanwhile, off Northumberland a Dutch trawler was arrested by H.M.S. Soberton for poaching. The Soberton escorted the trawler to North Shields.

The four-man team which successfully completed a 3,800-mile, 476-day trek across the top of the world were brought back to Britain on June 23 by the Royal Navy.

After the ice patrol ship H.M.S. Endurance had taken them — and two huskies — into Portsmouth harbour, where they were greeted by Admiral Sir John Frewen, they were given a civic welcome by the Lord Mayor at the Guildhall.

The four — members of the British Trans-Arctic expedition and led by Wally Herbert — had made the first ever surface crossing of the Arctic basin.

They had endured temperatures of minus 45 degrees and survived attacks by polar bears and the perils of icy water, blinding winds and crushing ice packs.

In February 1968 the team left Point Barrow at the northern edge of Alaska, bound for Spitzbergen across the shifting ice of the Arctic. After their historic journey across the North Pole they and their dogs were picked up by the Endurance on June 11.

#### Blake 'jump jet' trials

Britain's "jump jet" — the Harrier vertical take-off plane — is to have trials from the command helicopter cruiser H.M.S. Blake in August.

Earlier this year the Secretary of State for Defence, Mr. Denis Healey, said that the Harrier

was now "something worth looking at" for flying from existing ships.

"I would look at the idea of the Harriers with the Fleet without prejudice, and, if it makes sense, then we would do it," he said.

(See picture in page 4)

## Cashing in...

One of the first young men to benefit from the new interim pay award to the Navy — and who can contemplate the prospect

of something further in his pocket next spring — is Roger Kirby, of Milton, Portsmouth.

Roger, one of the Navy's latest recruits, is seen here with Admiral Sir Frank Twiss, the Second Sea Lord, when the admiral visited the R.N. and R.M. Careers Office in Arundel Street, Portsmouth, in June.

Appropriately, Pompey has been proving a good place for Navy recruiting, with encouraging figures being recorded.

During his visit to Portsmouth the Second Sea Lord also went to H.M.S. Excellent, Whale Island.

Photo: PO Dave Morris



## QUEEN'S VISIT TO NORWAY

The Queen and Duke of Edinburgh, with their four children, are to have a cruising holiday up the Norwegian fjords in H.M.S. Britannia.

The visit will take place from August 7-11 and it will be the first time the Royal Family has been all together abroad.

When the Royal party arrives at Bergen, King Olaf will be waiting to greet them in his own Royal yacht, Norge.



## FLEET ASSEMBLY AIR THRILLS

One of the most exciting moments of the two-day Royal visit to the Western Fleet assembly at Torbay on July 28-29 will be a fly past by 89 helicopters and aircraft of the Fleet Air Arm.

The fly-past will take place at about 10.30 a.m. on July 29 after the Queen has presented a new Colour to the Fleet in H.M.S. Eagle.

The first formation of Wessex helicopters will fly above the Eagle at a speed of 80 knots and a height of 400 feet. They will be followed by a formation of smaller Wasp helicopters, with more Wessex formations on either side, and a total of 31 helicopters will be in the air at the same time.

These will be followed by nine Gannet anti-submarine aircraft flying at 600 feet and at a speed of 150 knots. Then 20 Buccaneers will fly past at 360 knots and a height of 800-1,000 feet. They will be followed by 20 Sea Vixens flying at the same speed.

Pride of place will go to the Navy's latest aircraft, the record-breaking Phantom, of which nine will fly past at 360 knots and a height of 1,300 feet to salute the Queen.

#### Split-second

The aircraft will fly from south to north and will approach Torbay to seaward of Berry Head.

They will have followed an intricately planned pattern of approach routes which, in the case of the Buccaneers, will

have involved a flight from R.N. air station, Lissieborough; for the Gannets a flight from Brawdy and for the Sea Vixens, a flight from Yeovilton.

The Wasp helicopters will take off from Norton Field, near Dartmouth, and the Wessex helicopters from Culdrose.

Split-second timing will bring this armada of aircraft over the anchorage at the end of the presentation ceremony.

See centre pages for special feature on the Western Fleet assembly.

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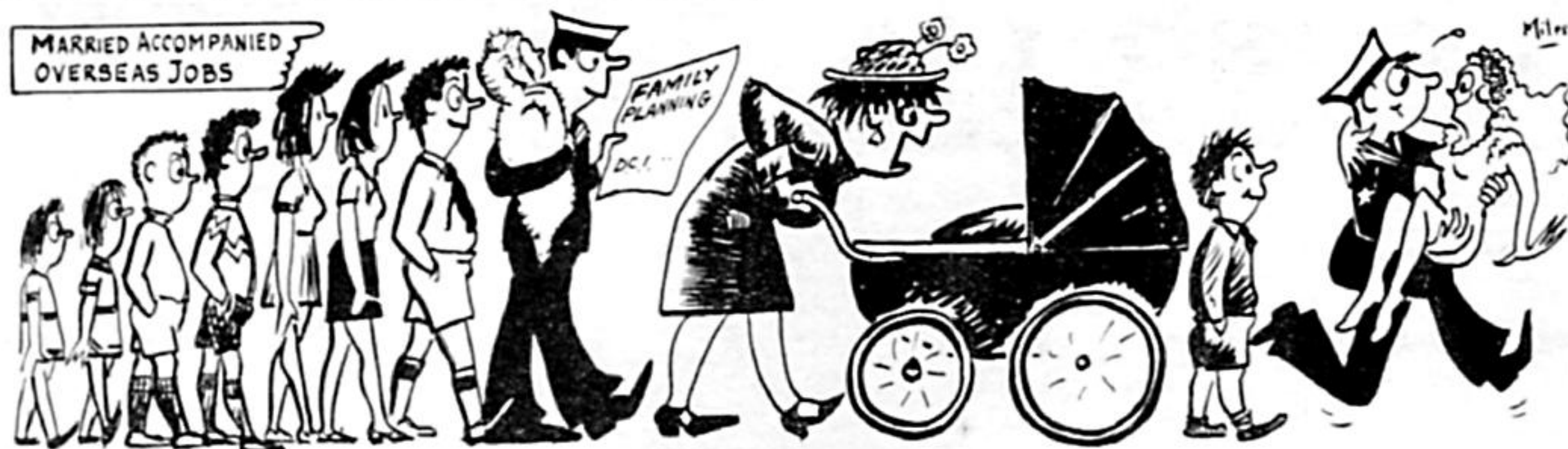
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## DRAFTY'S CORNER

MARRIED ACCOMPANIED  
OVERSEAS JOBS

"I don't know about a chance to see the Far East - I'd be happy to see the last of this pram!"

# Family planning

(THIS IS ABOUT THE  
ONES YOU'VE GOT)

A Local Foreign Service draft (we'll call it a married accompanied draft in this article) is the desire of most married men. It is the opportunity of taking one's family abroad to see something of the world and the Navy that most wives only hear about as reminiscences of the last commission.

The drafts come in two kinds, ashore and afloat. If you are drafted ashore and are accompanied by your family, your time is counted as Shore Service, but if you get a ship it counts as Sea Service. (You have your family at the foreign base port but your ship may be away from that port for half the time or even more, so it is just like Home Sea Service, but under a blazing sun.)

Changes are taking place that will have a marked effect on accompanied drafts and for those who are hoping for one, this article may help in planning for the future.

First there is the unpalatable fact that the number of billets available is going to take a nasty knock when we withdraw from East of Suez. The following table shows what the position is likely to be:

		Seamen	Engine Room	Weapons Electrical	Supply and Secretariat	Communications and Medical
NOW	Shore Billets	400	130	450	320	490
	Sea Billets	390	600	390	170	70
	TOTAL	790	730	840	490	560
1971	Shore Billets	180	70	330	170	300
	Sea Billets	90	40	10	10	10
	TOTAL	270	110	340	180	310

With the odds on getting an LFS draft reducing so dramatically, how should one go about getting one? The new Drafting Preference Card (revised 1969), which should be available for use shortly, has the following clause:

"I would prefer to serve my Shore Service abroad YES/NO."

Obviously any man who volunteers to do his Shore Service abroad stands some chance of an LFS draft, whereas the man who says "No" really has no hope. If you haven't one of the new Drafting Preference Cards available volunteer to do your shore time abroad in the "Personal facts" box on the old one.

You can make your liking for a married accompanied sea draft known by completing the appropriate part of the Drafting Preference Card under Sea Service, but the odds here are so long that it is almost a lucky dip.

## A word to the lucky ones

A word now to those who are lucky enough to get one of the prized drafts East of Suez in the immediate future. Planning is now going ahead on the rundown of Singapore and Bahrain, and as far as Singapore is concerned, no families will be leaving the U.K. after September, 1970.

Those who arrive on the station between October, 1969, and September, 1970, will do progressively less time accompanied. The October, 1969, family will do only 20 months and the September, 1970, family only 12 months.

Although it will be the aim to send families home together whenever possible, it may well be necessary for some men to remain unaccompanied on station for up to seven months after the families have returned to U.K., and of course men in ships will have to despatch their families and later sail their ships home.

It is hoped that as many men and their families as possible will be able to take advantage of an accompanied draft in the twilight of Empire. But I feel I should sound a word of warning. Ask anyone

who has had an LFS draft recently about expense. It costs quite a bit taking the family overseas; all those new dresses for the wife and lightweight clothing for the kids. You have to be abroad for some time before you break even.

Bachelors are as eligible as married men for drafts on shore abroad and indeed some of you wait for one before popping the question. And even those without marriage in mind may think they'd like a spell abroad ashore or afloat while there is still time for it.

## Has to be impartial

In this, as in other matters, Drafty has to be impartial in his judgments, favouring neither party. However, experience does show that very few married accompanied men volunteer to do less than 25 months, and very few single men volunteer to do more than 15. So it looks as if the bachelors find the life less satisfying than it appeared in prospect.

For details of all the shore jobs that will be available in the 1970's, keep an eye open for a new DCI which should be out shortly showing all shore jobs at home and abroad. For the time being subtract Singapore and Bahrain and you will have about the right answer.

List of ships for which C.N.D. will be issuing draft orders during August, 1969

SHIP  
JAGUAR (GSC)  
LOWESTOFT  
LLANDAFF (GSC)  
FOX (GSC)  
FAWN (GSC)  
AURORA (GSC)

TO JOIN IN FEBRUARY, 1970  
MAIN PARTY  
(TRIALS AFTER REFIT)  
MAIN PARTY  
MAIN PARTY  
MAIN PARTY  
RETARD PARTY

## Newest ship



Ringling Four Bells to start striking the Red Ensign in H.M.S. Charybdis during the handing-over ceremony is Quartermaster LS Donald Jacobs. Below, the ship alongside at Portsmouth.



## Exchanges of drafts

The following ratings are anxious to exchange drafts. Anyone interested should write to the applicants direct.

B. Iles, LRO(W), H.M.S. Glamorgan, will exchange for ship or shore base.

M. J. Hammett, L. Std. R.N. Air Station, Yeovilton, on draft to H.M.S. Ashanti, September 16. Will exchange for anything anywhere in Devonport area, including H.M.S. Ark Royal.

D. J. Norris, LREM, H.M.S. Galatea, will change for any ship not going to Far East.

M. J. Watkins, R02(G), H.M.S. Glamorgan, will exchange for job, foreign or home, ship or shore.

R. G. Hughes, A/LAM(AE), 829 Squadron, Hampshire Flight, R.N.A.S. Portland, being drafted to R.N.A.S. Brawdy on July 31, will exchange for R.N.A.S. Portland draft (over six months).

R. G. Herriott, LS (RP2), Room 5327, Ministry of Defence, Whitehall, on draft to H.M.S. Zulu (G.S.C. - Rosyth based), on October 18. Will exchange for any Chatham or Portsmouth based G.S.C. ship.

R. I. Clark, POGLI, 114 Mess, R.N. Barracks, Portsmouth, detailed H.M.S. Bulwark (U.K. Base, Devonport) November 5. Will exchange for Portsmouth based ship.

P. W. Jasiewicz, LSG12(A), H.M.S. Duncan, being drafted to H.M.S. Bellerophon July 14 (over six months) will exchange for any ship, Middle East or Far East.

## HAND-OVER HISTORY

The Leander class frigate H.M.S. Charybdis, built by Harland and Wolff, the Belfast shipbuilders, was handed over to the Royal Navy at Portsmouth on June 6, three months ahead of schedule.

The Charybdis will commission on July 15 for service at home and in the Far East.

History was made in the handing over, for it was the first occasion that a British warship built outside a naval yard was officially handed over in her home port.

The Charybdis carries two automatic 4.5in. guns, a Seacat

K. N. Day, ME1, H.M.S. Hermes, detailed R.N. Barracks, Portsmouth, for Fleet Maintenance Unit, August 8. Will exchange for ME1 detailed for any Chatham based frigate. Letters to 6, Priory Road, West Croydon, Surrey.

A/LCEM Budd, 45, Avenue Road, Weymouth, serving in H.M.S. Osprey, detailed for H.M.S. Zulu October 11. Would exchange for Portsmouth or Portland based ship, or a Home Sea Service job.

R. J. Henderson, SA R.N. Air Station, Yeovilton, detailed H.M.S. Reclaim at Rosyth, September 19, will exchange with any Home SEA rating at Portsmouth Chatham or Devonport.

missile system and an anti-submarine helicopter.

Living accommodation includes bunk sleeping and separate dining halls. The ship is air conditioned throughout the operational spaces and mess decks.

The Charybdis, commanded by Capt. D. W. Foster, will have a complement of about 260 officers and ratings.

There have been five previous ships of the name in the Royal Navy, the name dating from 1809.

The fifth was a cruiser of 1940, sunk by E-boats in 1943 off the Channel Islands.

The mythological Charybdis was a sea monster living on a rock in the Straits of Messina. It swallowed down and spouted out water, creating a whirlpool.

## Eskimos march—and raise £54

During the work-up period at Portland, the young ratings' division of H.M.S. Eskimo challenged the ship's Royal Marine detachment to a speed march over a distance of about 15 miles.

The opportunity to boost the Eskimo Guide Dog Fund was quickly taken up by the ship's company. Each competitor was sponsored by a mess for at least 3d. a mile by each mess member.

All the competitors finished the course, the Royal Marines just managing to win, and the sum of £54 2s. 4d. was donated to the fund.

## Diomedes launched

The 24th—and last—Leander class frigate, the Diomedes, was launched at Yarrow's, Glasgow.

The ship was named by Lady Mills, wife of Vice-Admiral Sir Charles P. Mills.

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# Girl with crossbow

## EXTRAVAGANZA HAS COLOUR, SATIRE

An unusual and provocative film which attracted a good deal of attention when first shown is among the latest releases to the Fleet by the Royal Naval Film Corporation.

It is "Barbarella," a strip cartoon recreation, which is an intriguing — and very contemporary — mixture of fantasy, colour and satire.

The other releases form a well-balanced selection, ranging from an addition to the ever-popular "Carry On" series to a Gregory Peck adventure and several crime stories.

The full list of releases is as follows:

**The Hell With Heroes** — Rod Taylor and Claudia Cardinale. Mixture of romance and plenty of tough action in exotic settings in this black market crime story. (Universal Pictures.) No. 743

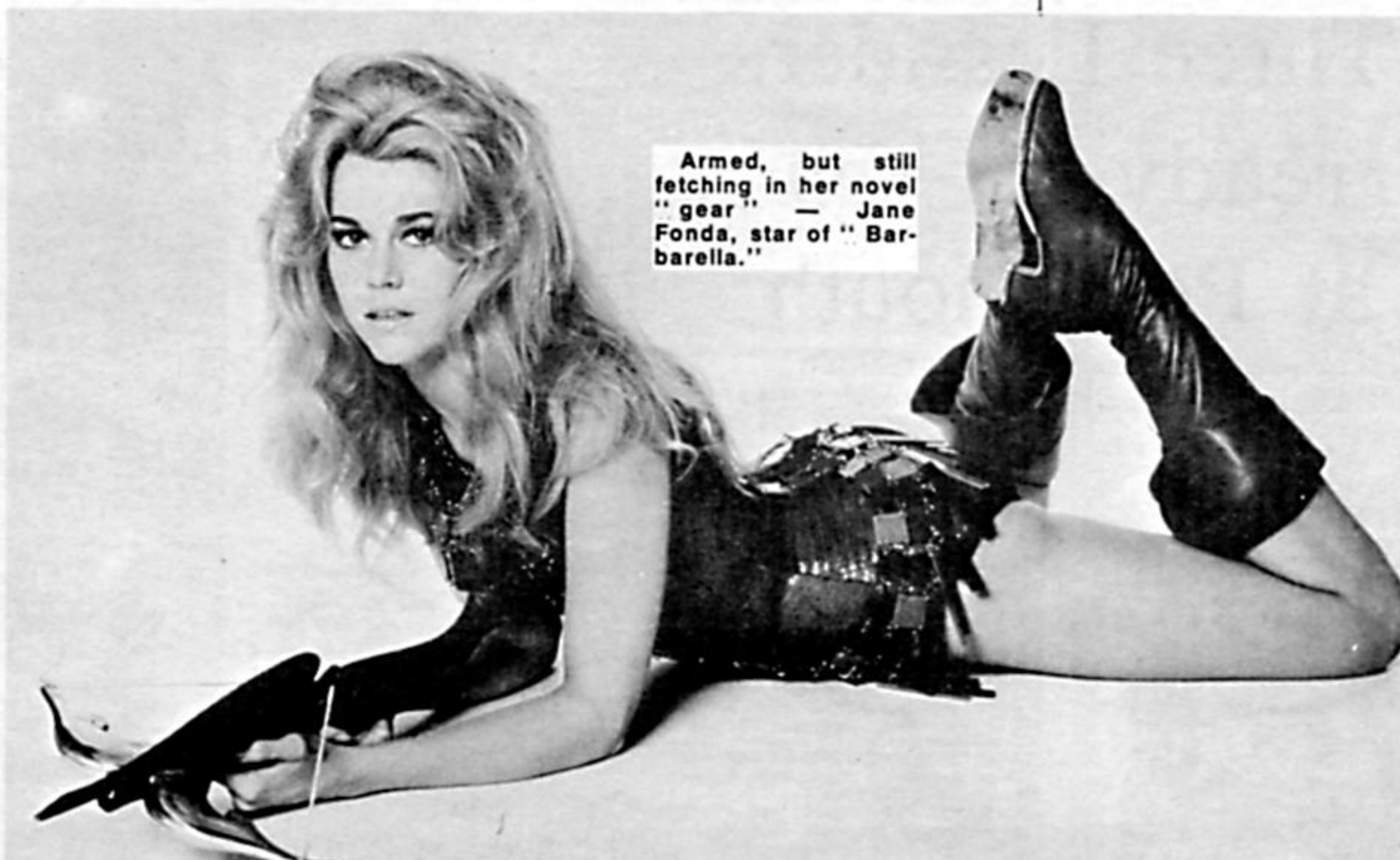
**Deadfall** — Michael Caine, Eric Portman and Giocanna Ralli. An unconventional story of jewel thieves, making good adult entertainment. (20th-Century Fox.) No. 744

**The Stalking Moon** — Gregory Peck and Eva Marie Saint. An "outdoors" adventure with plenty of action and keen suspense. (Warner Pathe.) No. 745

**Carry On — Up The Khyber** — Sid James, Kenneth Williams, Angela Douglas and Roy Castle. An experienced cast maintains the traditions of the popular "Carry On" series. The picture sets out to be funny in the simplest — and corniest — way, and succeeds. (Rank Film Library.) No. 746

**If** — Malcolm McDowell and David Wood. A tragedy in a school setting, this is a very individual film, both in story and treatment. (Paramount.) No. 747

**Inspector Clouseau** — Alan Arkin and Frank Finlay. Police comedy, featuring an



Armed, but still fetching in her novel "gear" — Jane Fonda, star of "Barbarella."

inefficient but incredibly lucky French inspector. (United Artists.) No. 748

**Barbarella** — Jane Fonda, David Hemmings and Milo O'Shea. Plenty of laughs and thrills, with the strong cast entering into the burlesque spirit. (Paramount.) No. 749

**Coogan's Bluff** — Clint Eastwood and Lee J. Cobb. Tough "cop and robber" adventure, with plenty of dry humour. (Universal Pictures.) No. 750

## £750 FOR THE K.G. FUND

The Second Sea Lord, Admiral Sir Frank Twiss, tried a "catwalk" at the wardroom, Royal Naval Barracks, Portsmouth, on June 7, but hastened to explain that he was not part of the fashion show which he was opening in aid of King George's Fund for Sailors.

"I wasn't sure where one should stand to open a fashion show," he smiled.

Admiral Twiss had been intro-

duced to the 400 invited guests by the Commodore of the Royal Naval Barracks, Commodore E. W. Ellis, whose wife played a prominent part in organizing the effort.

Miss Jean Allen, internationally-famous London designer, generously undertook to present a preview of her autumn/winter 1969 fashion designs. Top London models showed her elegant creations.

The more exceptional gowns, costing in the hundreds of

guineas, drew gasps of admiration, but the show also included normal price ranges from which the ladies present were able to gain an idea of fashion trends for later this year.

The Second Sea Lord was accompanied by Lady Twiss, and other guests included the Lord Mayor and Lady Mayoress of Portsmouth, the Mayor and Mayoress of Gosport, and Sir Alec and Lady Rose.

The sum of £750 (including donations) was raised.



Miss Jean Allen (centre), whose models gave the fashion show, with the Second Sea Lord (Admiral Sir Frank Twiss), the Commodore of the Royal Naval Barracks (Commodore E. W. Ellis), Mrs. Ellis, and Lady Twiss.

Below: The gorgeous and the gay among the many creations.



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# COMMISSIONING FORECAST

## Three Leanders ready for sea at Portsmouth

Three Leander-class general purpose frigates, the Hermione, the Charybdis and the Jupiter, commission at Portsmouth this month — on the 11th, 15th and 31st respectively. Jupiter was to have commissioned on June 24 and Hermione on June 27.

The Hermione and Charybdis will spend part of their general service commissions East of Suez, and the Jupiter will spend part of her commission in the West Indies.

Looking further ahead, the G.M. destroyer H.M.S. Devonshire, which was taken in hand for a long refit at Portsmouth last autumn, is expected to recommission for further service in November, 1970.

The latest commissioning forecast is as follows:

### AUGUST

**HYDRA** (Survey Ship). August 26 at Chatham. Foreign Service Commission. Malacca Strait. U.K. Base Port. Chatham.

**WISTON** (CMS). August 30 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron (A).

### SEPTEMBER

**RHYL** (A/S Frigate). September 2 at Devonport. Special refit DY control. Port Service.

**ASHANTI FLIGHT**. September 2 at Portland. Wasp. General Service Commission. U.K. Base Port. Portsmouth.

**PUNCHESTON** (CMS). September 10 at Bahrain. 9th M.C.M. Squadron. Foreign Service. Middle East (A).

**SCYLLA** (GP Frigate). September 11 at Devonport for trials. Port Service. Commissions mid-December (Tentative).

**DIDO** (GP Frigate). September 15 at Chatham. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port. Chatham.

**SALISBURY** (A/D Frigate). September 18 at Devonport for trials. Port Service. U.K. Base Port. Devonport. Commissions November 5.

**LONDONDERRY** (A/S Frigate). September 25 at Rosyth for trials. Port Service. Commissions December 3.

**BACCHANTE** (GP Frigate). September 27 at Portsmouth for trials. Port Service. U.K. Base Port. Portsmouth. Commissions January, 1970.

**LOWESTOFT FLIGHT**. September 29 at Portland. Wasp. General Service Commission. U.K. Base Port. Chatham.

**HECLA FLIGHT**. September 29 at Portland. Wasp. General Service Commission. U.K. Base Port. Devonport.

### OCTOBER

**ASHANTI** (GP Frigate). October 7 at Portsmouth. General Service Commission. Home/East of Suez (FE)/Home. (Captain's Command.) U.K. Base Port. Portsmouth.

**BEACHAMPTON** (CMS). October 18 at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron (A).

**YARNTON** (CMS). October 18 at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron (A).

**NORFOLK** (GM Destroyer). October 9 (tentative date) at Portsmouth for trials. Port Service. U.K. Base Port. Portsmouth. Commissions July, 1970.

### NOVEMBER

**SALISBURY** (AD Frigate). November 5 at Devonport. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port. Devonport.

**BULWARK** (Cdo. ship). November 5 at Devonport. Home Sea Service/Foreign Service from date of sailing for East of Suez (Far East). U.K. Base Port. Devonport (C).

**ACHILLES** (GP Frigate). November 5 at Glasgow. Port Service. Reduced trials crew. U.K. Base Port. Devonport.

**GURKHA FLIGHT**. November 10 at Portland. General Service Commission. Wasp. U.K. Base Port. Rosyth.

**LONDONDERRY FLIGHT**. November 10 at Portland. General Service Commission. Wasp. U.K. Base Port. Portsmouth.

**AURORA** (GP Frigate). November 18 at Chatham. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port. Chatham. Captain's Command.

### DECEMBER

**LONDONDERRY** (A/S Frigate). December 3 at Rosyth. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port. Portsmouth.

**SCYLLA FLIGHT**. December at Portland. General Service Commission. Wasp. U.K. Base Port. Devonport.

**ANTRIM FLIGHT**. December 8 at Portland. General Service Commission. Wasp. U.K. Base Port. Portsmouth.

**SCYLLA** (GP Frigate). Mid-December (Tentative at Devonport. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port. Devonport. Captain's Command with full staff.

### JANUARY, 1970

**849B SQUADRON, ARK ROYAL**. Early 1970 at Brawdy. General Service Commission. U.K. Base Port. Devonport. Gannets.

**JUNO** (GP Frigate). January 8. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port. Chatham. Captain's Command with full staff.

**HECLA** (Survey Ship). January 13 at Devonport. General Service Commission. North Atlantic/West Indies. U.K. Base Port. Devonport (A).

**HAMPSHIRE** (GM Destroyer). January 20. Special C and M Complement at Portsmouth. Port Service.

**ZULU** (GP Frigate). January 21 at Rosyth. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port. Rosyth (C).

**HECATE** (Survey Ship). January 27 at Devonport. General Service Commission. Home/North Atlantic. U.K. Base Port. Devonport (A).

**BACCHANTE** (GP Frigate). January 15 at Portsmouth. General Service Commission. Home/West Indies. U.K. Base Port. Portsmouth.

**ARGONAUT** (GP Frigate). January 22 at Devonport. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port. Devonport.

**BRINTON** (M/H). January 28 at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron (E).

**824 SQUADRON, ARK ROYAL**. Early 1970 at Culdrose. General Service Commission. U.K. Base Port. Devonport. Sea Kings.

**NORFOLK FLIGHT**. Early 1970 at Portland. General Service Commission. Wasp. U.K. Base Port. Portsmouth.

**ACHILLES FLIGHT**. Early 1970 at Portland. General Service Commission. Wasp. U.K. Base Port. Devonport.

**ARK ROYAL, SAR FLIGHT**. Early 1970 at Culdrose. General Service Commission. Whirlwind or Wessex. U.K. Base Port. Devonport.

### FEBRUARY

**JAGUAR** (AA Frigate). February 5 at Chatham. General Service Commission (Phased). Home. U.K. Base Port. Chatham.

**LOWESTOFT** (A/S Frigate). February 26 at Chatham for trials. Port Service. Commissions April.

**LIANDAFF** (AD Frigate). February 12 at Devonport. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port. Devonport.

**FAWN and FOX** (Coastal Survey craft). February 12 at Devonport. General Service Commission. West Indies/Home. U.K. Base Port. Devonport.

### MARCH

**DANAE** (GP Frigate). March 5 at Devonport. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port. Devonport. (Captain's Command with full staff.)

**ACHILLES** (GP Frigate). March 12 at Devonport for trials. Port Service. Commissions June. U.K. Base Port. Devonport.

**GAVINTON** (M/H). March 18 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron (A).

### APRIL

**TORQUAY** (A/S Frigate). April 6 L.R.P. complement at Chatham (Tentative). Port Service.

**MOHAWK** (GP Frigate). April 20 L.R.P. complement at Gibraltar. Port Service.

**BRERETON** (M/H). April 22 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron (A).

**NAIAD** (GP Frigate). April at Portsmouth. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port. Portsmouth.

**DIOMEDE** (GP Frigate). April at Glasgow. Port Service. Reduced trials crew. U.K. Base Port. Devonport.

**LOWESTOFT** (A/S Frigate). April 29 at Chatham. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port. Chatham.

**GURKHA** (GP Frigate). April 22 at Rosyth for trials. Port Service. Commissions June.

### MAY

**LEANDER** (GP Frigate). May 1. Dockyard control at Devonport. Port Service.

**ARETHUSA** (GP Frigate). May 19. Recommission (Phased) at Portsmouth. General Service Commission. Home/West Indies Home. Captain's Command. U.K. Base Port. Portsmouth.

**ANTRIM** (GM Destroyer). May at Portsmouth for trials. Port Service. U.K. Base Port. Portsmouth. Commissions January, 1971.

### JUNE

**CLEOPATRA** (GP Frigate). June at Devonport. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port. Devonport.

**ACHILLES** (GP Frigate). June 9 at Devonport. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port. Devonport.

**FEARLESS** (Assault Ship). June at Devonport. General Service Commission. Home/East of Suez. U.K. Base Port. Devonport (A).

**ENDURANCE** (Ice Patrol Ship). End of June at Portsmouth. Fifty per cent. of ship's company. General Service Commission. Home/South Atlantic/South America. U.K. Base Port. Portsmouth.

**BULLDOG and BEAGLE** (Coastal Survey craft). Mid-1970 at Chatham. General Service Commission. Home/W. Africa/Med. U.K. Base Port. Chatham.

**DIOMEDE FLIGHT**. Mid-1970 at Portland. Wasp. General Service Commission. U.K. Base Port. Devonport.

**GURKHA** (GP Frigate). June at Rosyth. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port. Rosyth. (Captain's Command.)

### JULY

**NORFOLK** (FM Destroyer). July at Portsmouth. General Service Commission. Home. U.K. Base Port. Portsmouth.

**DEVONSHIRE** (GM Destroyer). July (Tentative) at Portsmouth for trials. Port Service. Commissions November (Tentative).

### AUGUST

**BERWICK** (A/S Frigate). August (Tentative date) at Chatham for trials. U.K. Base Port. Portsmouth. Tentative date for commissioning, October.

**HYDRA** (Survey Ship). August at Singapore. Foreign Service. Malacca and Singapore Straits.

**WISTON** (CMS). August 30 at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron (A).

### SEPTEMBER

**PUNCHESTON** (CMS). September at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron (A).

**FALMOUTH** (A/S Frigate). Mid-September at Portsmouth for trials. Port Service. Commissions end December.

**DIOMEDE** (GP Frigate). September 8 at Devonport for trials. U.K. Base Port. Devonport. Commissions December.

### OCTOBER

**BERWICK** (A/S Frigate). October at Chatham. General Service Commission. Home/East of Suez/Med./Home. U.K. Base Port. Portsmouth.

**LONDON** (GM Destroyer). October. Special C. & M. complement at Portsmouth. Port Service.

(Continued in column 5)

## FOR THE FAR EAST



H.M.S. Chichester, the aircraft direction frigate, held her commissioning service at Chatham on May 23. Commanded by Lieut.-Cdr. T. J. F. Sex, the ship is on a general service commission, during which she will spend a part of the time East of Suez (Far East). J Sea Ashley-Stockley, of Dunster, the youngest rating on board, assisted the captain's wife to cut the commissioning cake.

(Photo: PO R. Whalley)

## Kellington comes out of Reserve

After 13 years in reserve (from the time she was built in 1954 until 1967), H.M.S. Kellington has commissioned for the first time as a mine-hunter of the Fishery Protection Squadron.

An extensive conversion has just been completed at Chatham and, after a period of trials and work-up, the Kellington will be based at Port Edgar.

The principal guest at the commissioning ceremony was Vice-Admiral Sir John Parker, the Flag Officer, Medway.

Among the other guests was Mr. T. Moore, chairman of the Kellington Parish Council, together with a party of 50 villagers from Kellington, a small village in Yorkshire.

## Submarine drafting

The final manning date given is the date when the whole crew will be complete. Drafts will start arriving four months before the final manning date.

### NOVEMBER 1969

### SEPTEMBER 1969

**OPPORTUNE**: Final manning date September 5 at Devonport for service with the 1st Submarine Squadron.

### OCTOBER 1969

**AENEAS**: Final manning date October 10 at Chatham for service with the 2nd Submarine Squadron.

**ALLIANCE**: Final manning date November 21 at Chatham for service with the 2nd Submarine Squadron. Drafting preference cards from all branches, except Electrical, are required by July 21.

Two American amphibious warships — the U.S.S. La Salle and the U.S.S. Plymouth Rock — visited Portsmouth at the end of June.

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## DOG HANDLERS-NAVY STYLE



Back from the Arctic in June came these two magnificent huskies, Apple Dog (left) and Eskimo Nell. Then accompanied the successful British Trans-Arctic team, which returned to Portsmouth in the ice patrol ship H.M.S. Endurance (story on Page 1).

With the huskies in the foreground are two of the ship's company who became "dog handlers," Wtr. Bill Gray (left) and LSA Ken Brayley. Behind them are LS Jan Hunt and LS Joe Davis.

Photo: PO Dave Morris

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## LYNESS HAS STOCKS OF 80,000 ITEMS

R.F.A. Lyness is an air stores support ship whose function is to supply an aircraft carrier and her attendant warships with the many items of stores required, so making a task group independent of fixed shore bases.

Designed and built by Swan Hunter and Wigham Richardson, Wallsend-on-Tyne, to meet special requirements, the Lyness was launched on April 7, 1966, and completed on December 22, 1966.

She was the first of a class of three ships which have replaced the old Fort class vessels of the Second World War. The other two are the Stromness and the Tarbatness.

R.F.A. Lyness is 524 feet in length (o.a.). The beam is 72 feet and the displacement is approximately 15,500 tons. Complement is about 180.

### SOPHISTICATED

The vessel is fitted with a sophisticated communications system (including automatic teletype) which enables the vessel to communicate with H.M. ships,

aircraft and bases at home and abroad.

As part of the navigational aids, 16-inch true motion radar with slave displays are fitted; also the most modern depth finding equipment. The ship has also been equipped to provide full bridge control of the main engines.

R.F.A. Lyness carries varying quantities of about 80,000 different items of general, naval and aircraft stores, and sufficient food and canteen stores to support 5,000 men for one month. The stores are carried in four holds, all with varying degrees of environmental control to ensure their condition.

Fork-lift trucks, powered pallet transporters and lifts enable the stores to be moved from the holds to all transfer positions. There is also a lift to the helicopter platform, which is situ-

ated right aft of the ship.

Replenishment can proceed at four points simultaneously — for instance, to an aircraft carrier on one side, fore and aft, and to a frigate on the other side, while supplying a third ship by helicopter.

### CLOSED-CIRCUIT TV

Control of all these operations is from an office sited amidships on the replenishment-at-sea deck. Closed-circuit television consoles monitoring clearways, lift entrances and transfer points, serve to eliminate bottlenecks.

Accommodation is to the best commercial standards, providing single cabins throughout. There are cinemas in the saloon and the ratings' recreation room and hobby rooms are also provided.

Since coming into service, R.F.A. Lyness has operated



R.F.A. Lyness, whose facilities make a task group independent of fixed shore bases.

housed stores, transport and office and which later became the cinema.

"The roof was riddled with bullet and rust holes and the snow seeped gently through. The two ancient billiard tables were moth-eaten, but kept the snow off when we slept under them."

"We often wore our overcoats at work, but always had roll-neck sweaters and mittens, and wrapped mail bags around our feet. When it became too cold to hold a pen we fell in and ran around the building to restore our circulation."

A writer rating describing the place in January, 1940, spoke of the "canteen" — a wooden building of 1914-18 vintage — nestling among the oil tanks and used as a general mess and barracks.

### BULLET HOLES

Part of the canteen was the writers', cooks' and supply ratings' mess. Then came a move to the "billiard room" — a 1914 corrugated iron shed — which

## Postcard photographs

Photo postcards of R.F.A. Lyness or any other ship in this series are obtainable from Navy News, Dept. P.C., R.N. Barracks, Portsmouth, price 1s. each (10s. per dozen, stamps, postal order or cheque).

A standing order for the supply of each new card on publication, for 12 issues, can be arranged on receipt of postal order or cheque for 12s.

Other ships in this series are:

Theseus, Ocean, Bulwark, Centaur, Glasgow, Kenya, New-castle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Darling, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdleness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector,

Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyll, Camperdown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Acheron, Layburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadsword, R.F.A. Tidesurge, Striker, Plymouth, Barrosa, Virago, Llandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo, Duchess, Brave Borderer, Agincourt, Leander, Grenville, Tartar, Jaguar, London, Kent, Ajax, Devonshire, Lowestoft, Hardy, Dreadnought, Eagle (modernized), Lynx (modernized), Osiris, Cambrian, Loch Lomond, Dido, Wakeful, Triumph, Sidlesham, Alderney, Trump, Roebuck, Mohawk, Hecla, Naiad, Zulu, Lofoten, Reclaim, Grafton, Orpheus, Ursa, Woolaston, Dundas, Brighton, Fearless, Manxman, Glamorgan, Auriga, Forth, Hecate, Finwhale, Olwen (formerly Olynthus), Relentless, Fife, Intrepid, Dampier, Aisne, Leopard (1967), Ocelot, Galatea, Londonderry, Abdiel, Sirius, Vidal, Minerva, R.F.A. Engadine, Warspite, Carysfort, Beagle, Endurance, Revenge and Resolution.

with both the Western and Eastern Fleets, some of her most notable work being done during the withdrawal from Aden. At present she is engaged as the Western Fleet air stores support ship.

The name Lyness perpetuates a link in two world wars with the Scapa Flow base at Lyness in the Orkneys. In the Second World War the ship name was H.M.S. Proserpine. That was the name in the ship's books, but there were other names, too — "Proper Swine" and "Lyness-on-Mud" were two of them.

## A NEW HOME FOR 'CHARLIE'

The 13-ton figurehead of Admiral Sir John Jervis is lowered (left) into position at its new home, H.M.S. Collingwood.

The huge figurehead of the admiral, who was created Earl St. Vincent in 1797, has been moved from its former home, H.M.S. St. Vincent on the closing of this establishment, one of the Navy's boy training schools.

The figurehead — named "Charlie" by the workmen who moved it — was lowered into position by a 40-ton mobile crane, and great care was needed because of nearby electricity and water mains.

With the closing of St. Vincent, H.M.S. Collingwood has taken over the link with Stone (Staffs), where Earl St. Vincent was born.



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## 20 YEARS AT THE T.S. ARETHUSA

Cdr. M. H. Le Mare, who has been in command of the Arethusa training ship for the past 20 years, is retiring at the end of July.

He will be succeeded by Inst.-Cdr. J. H. C. Horton, at present senior instructor officer in H.M.S. Raleigh, the new entry training establishment at Torpoint.

During his time as captain, Cdr. Le Mare has been responsible for the care and training of 2,500 boys. Most of these have suffered from being deprived of a normal home life and have found in Arethusa sympathy and understanding, with an opportunity of extending themselves educationally as well as developing initiative and character in the many activities that go with living in a ship.

After their training most have joined the Royal Navy or Merchant Navy. Fifty have gained commissioned rank in the Royal Navy, and 57 obtained second mate's, mate's, master's or radio officer's certificates of competency in the Merchant Navy.

### BEST WISHES

There will be many old Arethusas who will join in wishing the Captain and Mrs. Le Mare — who has done much valuable work behind the scenes and earned the affection of many of the boys — a long and happy retirement, in the knowledge of a job well done

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# Princess at Haslar

A welcome visitor to the Royal Naval Hospital, Haslar, on May 23, was Princess Alexandra, Patron of Queen Alexandra's Royal Naval Nursing Service, who charmed everyone during her four hours at the hospital.

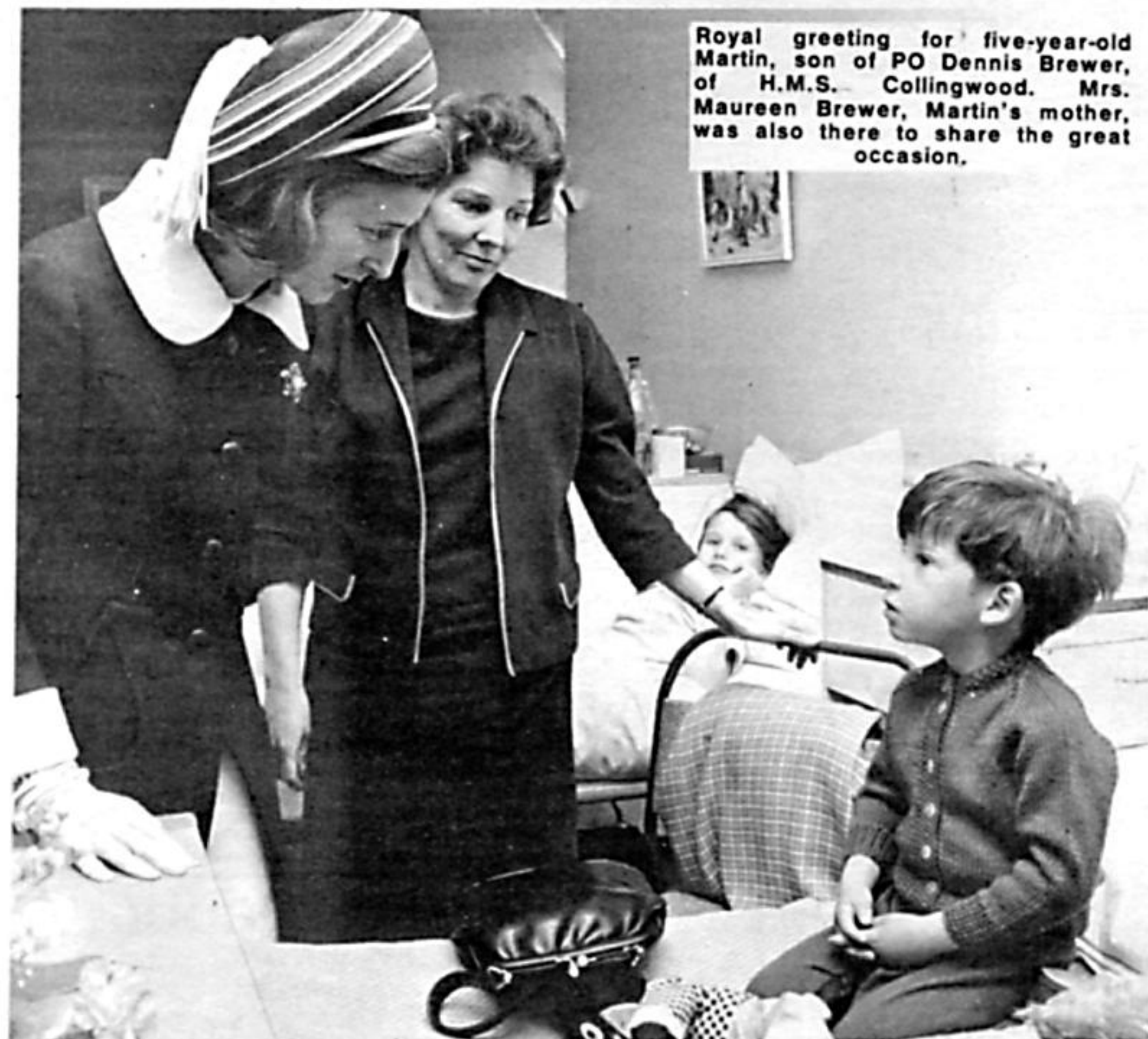
The Princess, in an elegant outfit of navy blue and cream dress and coat, and with a red, white and blue striped hat

sporting an unusual white leather tassel at the back, began her tour with a visit to the men's surgical ward.

She chatted informally with patients and staff in the various departments.

In the children's ward she was assured by the young patients that they were all getting plenty of ice-cream.

Royal greeting for five-year-old Martin, son of PO Dennis Brewer, of H.M.S. Collingwood. Mrs. Maureen Brewer, Martin's mother, was also there to share the great occasion.



(Pictures: PO Dave Morris)

## 'Copter 15 feet from cliff face

An extremely hazardous rescue operation was effected at Nare Head on the South Cornwall coast, to the east of Falmouth, on May 26 — Bank Holiday Monday — by the Search and Rescue helicopter from R.N. Air Station, Culdrose.

The helicopter, a Wessex from H.M.S. Hermes, currently based ashore at Culdrose while the ship is under refit, was manned by Sub-Lieut. John Farman, from Bulawayo, Rhodesia, the pilot, and two aircrewmen, LAM Victor Barker from Redcar, and ME David Blackman from Luton.

A man had fallen over the 250-foot cliffs and was lying on

the rocks at the bottom. The pilot took his aircraft down to the bottom of the cliffs, and Victor Barker lowered David Blackman close to the injured man.

A coastguard was with the man with a Neil Robertson Stretcher, but David indicated that a more rigid stretcher was required, and a Stokes Litter was lowered.

Putting the man in the stretcher, David and the coastguard carried him farther along the rocks so that the helicopter could come in for the pick-up.

John Farman brought the helicopter round, taking over the

operation of the winch himself, leaving Victor to give directions.

With the coastguard holding a steady rope, the stretcher was winched up with David on the winch hook as well, watching over the injured man.

The helicopter rotors were no more than 15 or 20 feet from the cliff face, and the wind was from seaward trying to force the helicopter against the cliff.

In John Farman's words: "I was sweating a bit keeping clear of the cliff and operating the winch at the same time, but with first-class directions from Victor Barker we made it."



Left to right: LAM Victor Barker, Sub-Lieut. John Farman and ME David Blackman.

## ROSTER POINT LEADERS

The following table shows the total points of the men at the top of each advancement roster. The points totals shown do not include merit points awarded on May 31, 1969. These do not become effective until the rosters are adjusted on September 1.

Separate rosters have been formed for the Control and Ordnance specialisations of the electrical branch with effect from June 1, 1969.

CPO	PO	Ch Smkr
1455	283	1106
CPO CA	CPO Wtr	PO Wtr
1642	1487	439
L Wtr	CPO SA	PO SA
192	1770	541
L SA	CPO Ck (Ex S)	PO Ck (Ex S)
411	1749	1207

L Ck (Ex S)	CPO Sld	PO Sld
386	2214	537
CPO Ck (Ex O)	PO Ck (Ex O)	L Ck (Ex O)
2296	890	312
MAA	MAA (Ex Cox'n)	RPO
1224	1410	600
CERA/Ch Mech	Ch M (E)	Ch CE1
625/230	2116	1733
Ch O E1	Ch R E1	CPO MA
1754	1266	707
PO MA	L MA	CCY
590	262	1378
CY	L RO (T)	CRS
500	448	1585
RS	L RO (G)	CAF (AE)
451	341	2443
PO AF (AE)	L AM (AE)	CAF (O)
239	59	2379
PO AF (O)	L AM (O)	CA (AH)
493	594	2280
PO A (AH)	LA (AH)	CA (SE)
1024	321	1221
PO A (SE)	LA (SE)	CA (Phot)
347	201	1411
PO A (Phot)	LA (Phot)	CA (Met)
328	476	1714

PO A (Met)	LA (Met)	Ch E1 (Air)
N1	272	2123
PO E1 (Air)	Ch R E1 (Air)	
192	2331	

The following rosters are "Intermediate," i.e. there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months: LS, L Std, POM (E), LM (E), Ch Med Tech, CRS (W), PORE1 (Air).

The following rosters are "Dry": Ch Spt, CCEA/CCEL Mech, POCE1, LCEM, COEA/ChOEL Mech, POOE1, LOEM, CREA/ChEE1 Mech, PORE1, LREM, RE (W), LRO (W), CAA (AE), CAA (O), CAM (AE), CAM (O), CEA (Air), CREA (Air), CE1 Mech (Air), CREL Mech (Air), LEM (Air), LREM (Air).

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## Advancements

Confirmation has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer, or Chief Mechanician rate:

To A/CERA  
Armstrong, C. R., 933773; Satchell, T. C., 766874.

To CHME  
Giddings, A. J. D., 841568; Fitzgerald, E. J., 907695; Musgrave, H., 891198; Ovensden, A. S., 840449; Grey, D., 846291; Manning, B. C. F., 894497.

To CCEA  
Johns, K. U., 054753; Huggett, P. L., 956582; Upton, K. V., 969607.

To A/CH CEL MECH  
Miller, N. R., 864482; Warnock, A. J., 950199.

To A/COEA  
Dowsett, J. P., 928730; Pattinson, R. C., 947469.

To A/CH OEL MECH  
Saltmer, W. H., 933453.

To CHCEL  
Jackson, B., 933245; Semke, R. L., 893722.

To CHCEL  
Chorley, E. P., 700455; Livingston, C., 915710.

To CHREL  
Page, J. E. W., 949811.

To CRS  
Coomes, B. G. F., 898249; Houston, J., 936451; Yeates, D. A., 911954.

To CRS(W)  
McKay, R., 978159.

To CCY  
Dennis, D. H., 911871; Scribens, W. C., 908945.

To CPOMA  
Fraser, J., 873978.

To CPO  
Ross, R. G., 896850; Duthie, J. C., 905983; McAuley, H. C., 89946; Harris, C. D., 795822; Morris, E. R. J., 630240; Woolcott, P. E. J., 909614; Clark, N., 872157; Mudge, F. R., 871473; Andrews, R. G., 882629.

To MAA  
Winter, H., 851112; Mulloy, F. L., 891843; Zebedee, D. R. G., 909056.

To CPO WTR  
Hall, K., 904717; Bluff, E., 887370; Waters, F. J., 915808.

To CPO CA  
Griffiths, D. P., 916927.

To CPO CK (EX O)  
Barham, R. F., 834036.

To CPO STD  
Row, K., 083461; Collins, E., 897476.

To CAA(AE)  
Arnold, C. D. T., FX 855580.

To CAM(AE)  
Trimby, J. A., FX 872983.

To CAF(AE)  
Sheldrake, D. C., FX 882246; Williams, G., FX 901771; Gay, K. R., FX 850102; Morrison, A., FX 837789; Parsons, D., FX 848191; Hammond, E. T., FX 894877; Connell, G. E., FX 817553; Wyn, S., FX 838325; May, T. H., FX 872952; Ratcliffe, T. P., FX 882463; Walker, C. A., FX 886556; Slaughter, K. W., FX 685459; Copstake, R., FX 895029; Siddle, R. J., FX 874864.

To CAF(O)/CHOEL(AIR)  
Ashby, C. G., FX 886782.

To CA(AH)  
Hayes, J. F., FX 874752.

To CHEL(AIR)  
Clifford, L., FX 846008; Hitchcock, J. E., FX 875442; McDonald, T. A., FX 848916; James, A. M., FX 903548.

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Why not drop a line? The Editor welcomes contributions from naval personnel and their families on matters of Service interest. No official permission is required, and a pen name may be used, but name and address must be included as evidence of good faith.

# Can brothers be together?

Might I ask, please, what is the drafting position nowadays concerning brothers, not in the same branch of the Service, who wish to serve in the same ship?

I do not know if our twins still wish to apply, but previous attempts by both have been unsuccessful — one is Ck (ex O) and the other EM/I.

G. P. de Mengel  
Welling, Kent.

This is the reply from Haslemere:

Drafty makes no attempt to draft brothers to serve together unless he knows from their Drafting Preference Cards or by Drafting Preference Requests that they both wish to do so. When he knows this, then when it is possible the request is met.

But there are so many other factors that a drafting officer must take into account when drafting men that it is not often that the preference of one man to serve with another can be met.

Drafty must first consider for both men whether they are due for Sea Service, then what type of Sea Service, their other preferences, whether the ship's complement requires men of both rates.

Then perhaps one of the two is due to leave the Service and could not complete a commission, and the other really should come ashore to take a professional course otherwise his advancement may be delayed.

And even then when all else fits and the Draft Orders are issued, someone goes sick or perhaps is selected for officer, and the plan must be worked out again.

All this may sound dispiriting, but requests are met and certainly Drafty would like to know if to

## Letters to the Editor

serve together is what brothers want. Unless they tell him he can never make use of that opportunity which sometimes comes along to meet even the most difficult of preferences.

### IT'S THAT MAN AGAIN

Imagine my astonishment on seeing your cartoon (May issue) about libertymen from 61 NATO ships all trying to get ashore at once, to notice that among the flags shown flying from the sterns of the shore-going boats is — who'd have thunk it — a Hammer and Sickle.

Who goofed?  
Frank P. Young  
(ex-U.S.N.R.)  
Henleaze, Bristol.

'Pon my soul,  
these Ruskies keep  
popping up every-  
where!  
Miles will have his  
little joke. — Editor.

### Earlier 'presence' on Rockall

Could I point out a mistake in the May issue regarding the British Presence on Rockall after an interval of 14 years?

In 1959, when returning from an Icelandic patrol, a team landed from H.M.S. Cavendish, under the command of the then Capt. P. U. Bailey.

The landing was effected from an inflatable raft and ship's boat. I cannot furnish the names of

the team — but they certainly reached the top!

May I say how well the "News" provides a link with the sea, having emigrated here from "Guzz."

W. G. Tapley, B.E.M.  
(ex-C.E.R.A.).  
Taunton

### His navy was in bottom gear

I enjoy reading Navy News each month, in particular the illustrated accounts of the lengthy voyages and wonderful visits to ports all over the world made by so many of our small fleet in these days.

Most of my "peace time" in the Navy was between the wars when, except on rare occasions, ships were not allowed to proceed at a speed greater than 10-12 knots.

In the main body of the fleet, cruising ranges of ships were very limited. The result was that cruises were usually very short and inclined to be local.

R. C. Gordon  
(Captain, R.N.)  
Farnham, Surrey.

### Congratulations to Victory ship

I must write and say how much my son and I enjoyed a recent visit to H.M.S. Victory. The staff should be congratulated on the splendid condition of the vessel, and on the interesting and efficient way in which the young sailor showed us around.

(Mrs.) Joyce Sutton.  
Hornchurch, Essex.

### Proud of link with Bulwark

While on a course aboard the Foudroyant in Portsmouth Harbour I was shown over a submarine at H.M.S. Dolphin by a very helpful seaman T.A.S. specialist from the Olympus. I do

## OH, MILES!



"Man who puts gentle sex on pedestal runs risk of love striking from a great height!"

### 'Last straw' for this reader

Much as I enjoy reading Navy News, I must protest most strongly at the way you allow Miles to present the female species as a "fighting, biting bunch of matelot-chasers."

Your cartoon which appeared in the June issue was absolutely the last straw. Although I'll be the first to admit that I think sailors are a great bunch of lads, I still think Miles goes just a bit too far.

Female.  
Portsmouth.

not know his name but would like to thank him.

Another thing which impressed me tremendously was the commando ship Bulwark. From where the Foudroyant was anchored I could see much of the activity, including Wessex helicopters landing men and equipment with excellent precision.

I am proud to think I have a friend serving in the Bulwark.

I am almost 15 and very interested in the Royal Navy, collecting R.N. badges and cap ribbons.

Robert Watson.  
Dudley, Worcs.

### Crossword was a lucky break

Thank you very much indeed for the £20 savings gift voucher as my prize in your crossword competition. It is especially pleasing as I never have any luck in competitions.

May I take the opportunity of congratulating you all on the modern production and presentation of Navy News. It surely must have "readable appeal" for serving personnel and "ex" such as myself.

Sidney E. Bark  
Welling, Kent.

### LOANS FOR PROPERTY

Officers on commissions which would qualify them for retired pay, and ratings on pensionable engagements, may now obtain interest-free loans during their last twelve months' of service, to enable them to buy their own homes before leaving the Service.

Maximum loans are £1,250 for officers and £775 for ratings.

The loan, intended to cover the deposit, legal expenses, etc., entailed in buying a house on which a recognised lending authority is willing to advance a mortgage of around 85 per cent., will be recovered from terminal benefits.

# About George Washington's top set

I write in hope that this may come to the attention of the "brain" responsible for procuring library books for the Fleet.

With particular reference to our latest issue, I presume that these were ordered when money was short, perhaps towards the end of a financial year.

But whatever the reason, I would like to assure him that we haven't had a waiting list to learn the history of false teeth!

Bookworm.  
B.F.P.O. Ships.

How would you ever know, except by reading this book, that George Washington's grim countenance was due to him having a spring-loaded set of dentures? If he had opened his mouth, the teeth would have jumped out!

It's all a question of taste — one man's meat is another man's poison.

The Ships' Library Officer who selects the books each month on behalf of the Director of Naval Education Services says: "Delighted to have criticism, but if we could manage a list of 36 volumes every month to suit all tastes we would be very lucky. Lots of people have

false teeth, and the volume mentioned is a fascinating history."

### Non-political that's us

Watching TV one evening and cursing about a political broadcast stopping me watching an exciting thriller, I wonder how many Service men did actually vote.

With the country in the state it is in, and the Navy getting smaller, I wondered if the men in the Navy know just how valuable their votes are.

It would be interesting to do an article on voting, and voting by proxy; and also the difference between the political parties. With your coverage it would be the easiest way to contact the Fleet and the most effective.

A. Croser  
(L/SEA, P.T.I.).  
H.M.S. Murray

Don't know about the differences between the political parties — perhaps the Fleet had better draw their own conclusions! But the voting article will be remembered in good time for the next General Election. — Editor.

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JULY 1969

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## FAREWELL TO H.M.S. MURRAY

H.M.S. Murray, which first commissioned in May, 1956, went to Chatham on July 1 to pay off for scrap after 14 years' service.

The Murray, a Blackwood class anti-submarine frigate (pictured right), was built by Messrs. Alexander Stephens and Sons Ltd., at Clydebank, and launched in February, 1955.

Since first commissioning, she has been continuously employed in the 2nd Frigate Squadron at Portland, training officers and ratings in all aspects of anti-submarine work.

The Murray, commanded by Lieut.-Cdr. A. J. L. Marx, had a compliment of about 140 officers and ratings.

### Second ship

She was the second ship to bear the name, the first being a torpedo boat destroyer completed in 1914 and used as an escort throughout the First World War. She gained a battle honour — Belgian Coast 1916.

At that time the Murray was commanded by Lieut. (later Capt.) Tapprell Dorling, who became the well-known naval author, "Taff-rail."

The ship was named after Sir George Murray, a vice-admiral of the Blue, who was a close friend of Nelson and served as his Captain-of-the-Fleet.





# R.N. B.T.

Aid to a human being is always more satisfying than to a "case."

This story, told with the full permission of the man concerned, helps explain to Royal Naval Benevolent Trust contributors what happens to their money.

**Where the money goes...**

## HELP FOR EX-MARINE WHO HELPED

John J. Martin left the Royal Marines as a staff bandmaster in 1961 — a popular and respected figure among his colleagues in the service, to whom he was known as "J.J."

He had joined the Marines as a band boy in 1935 and was regarded as a cheerful and "damned good" messmate.

During the Second World War he served at sea and was in H.M.S. Cornwall when she was sunk in the Indian Ocean in 1942.

Later he served as drum major of the post-war Commando Brigade Band in Malta and the Far East, and he was first bandmaster of the present carrier H.M.S. Eagle. His last service appointment was as sergeant major of the junior wing at the Royal Marines' School of Music.

### Emigrated to U.S.A.

In September, 1962, about 18 months after leaving the service, Mr. Martin emigrated to the U.S.A., looking forward to a rosy future. Things went well — a good job... three-bedroomed ranch-type house with every modern convenience.



Family group picture from the United States showing Mr. and Mrs. Martin with their daughter Ursula (21), who was recently married and their son Gregory (17), a student.

He and his wife and two children settled in Williamstown,

### In U.S., he depends on kidney machine

Mass., a small rustic New England town, "wonderful" in summer, but very chilly in winter, with an average of 120 inches of snow.

"I haven't met any snags at all," he bravely says, "unless you can call my illness that."

In fact, his illness brought a severe financial problem.

In March, 1968, Mr. Martin, who is now 48, began spells in hospital for treatment of a kidney disease, followed by a 13-week training course on use of an artificial kidney. Both Mr. Martin and his wife undertook this course at Boston, Mass., on an outpatient basis and it meant they had two residences.

### Medical expenses

With major medical expenses this, in Mr. Martin's own words, "bled my small savings to keep up with the mortgage, taxes and utilities."

### WITH BAND

On parade in his Service days—Staff Bandmaster J. J. Martin.



ligent and courageous man and that both he and his wife had handled a difficult situation with great maturity.

The matter came to the notice of the Secretary, Unit Institute Fund, Depot, Royal Marines, Deal, and was also referred to Portsmouth Local Committee of the Royal Naval Benevolent Trust.

### Grants are forwarded

The Trust learned of the various liabilities which had accrued because of Mr. Martin's protracted illness, and a grant of £412 was approved to take care of a dental account, medical association debt and credit trading liabilities.

Two other grants have been forwarded through the R.N.B.T. machinery. One was for £105 towards general expenses and was approved by the Royal Marines Band Benevolent Fund. The other was a grant of £100 for similar expenses and was made from proceeds of a sergeants' mess pantomime at the Depot, Royal Marines.

In fact, while a staff bandmaster at Deal, Mr. Martin himself was a "leading light" in pantomimes held to raise funds for charitable purposes and served as president of the sergeants' mess entertainments committee.

### Letters of gratitude

Mr. Martin has written letters of gratitude for the grants, saying, "Most major illnesses are covered by insurance and mine was an exceptional case." He also says, "Being restricted by the doctors to 40 hours a week keeps my pay cheque down, but with the assistance given I think I will now be able to manage."

For the future, Mr. Martin is hoping for a kidney transplant in a few years' time.

When someone asks what the R.N.B.T. does with its considerable income, the story of Mr. Martin should help in understanding the sort of deserving cases there are — and where the money goes.

### Intelligent, courageous

His case was examined by the American Red Cross, whose caseworker reported that Mr. Martin was an extremely intel-

## It's a fortune...

Every year about £200,000 is distributed by the Royal Naval Benevolent Trust in individual grants, annuities to the needy, employment training, and assistance to kindred organizations — a fortune to help the less fortunate

No direct contribution is payable and no appeals are made to the public. R.N.B.T. relies on canteen rebate, voluntary donations, investment interest and legacies to carry on its important work.

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## VIDAL RETURNS TO HER HOME PORT

H.M.S. Vidal, the 2,200 tons (full load) survey ship, flying her paying-off pennant after service in the Persian Gulf and Indian ocean, going alongside at Chatham in May 23.

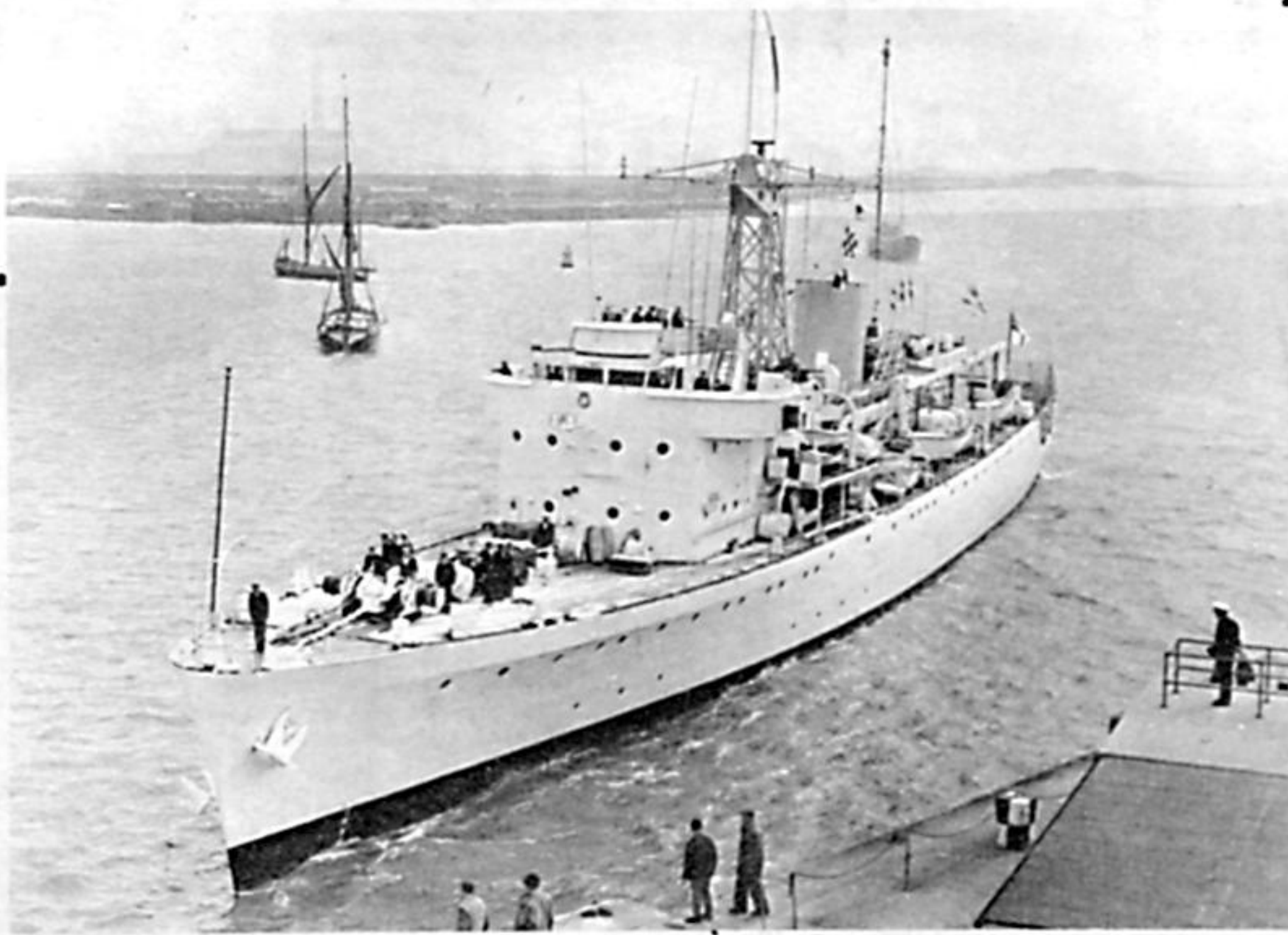
During her next commission, which commences on July 31, she will be going back to the Gulf.

### Alvie bell for church

The ship's bell of H.M.S. Loch Alvie was presented to the Badenoch District Council on June 5 for permanent installation in the parish church of Alvie.

The handing-over ceremony took place outside the church on the banks of Loch Alvie. Vice-Admiral I. L. M. McGeoch, Flag Officer Scotland and Northern Ireland, formally handing the bell to the Rt. Hon. Lord MacDonald, Convenor of the County council of Inverness and Lord Lieutenant of the County.

The naval contingent attending the ceremony included officers and ratings from R.N. Air Stations Arbroath and Lossiemouth.



## Boffins' sled no match for Green's legs

H.M.S. Verulam is still performing a useful service as a floating test bed for the "boffins" of the Admiralty Under Water Weapons Establishment.

Their weird and wonderful apparatus has enhanced Jack's already famous sense of humour. One particular obscene monster was christened "Wot-sit," and it is on good authority that classified correspondence within the Ministry of Defence now bears this title.

Current trials are being performed in Loch Striven, where the weather is either flat calm or the wind whistles down the loch like an express train.

### 27-MILE WALK

The nearest run ashore is Rothesay — a one-and-a-half mile boat trip.

Each department in the ship sponsored one walker for varying sums per mile walked during the recent Isle of Bute walk in support of Christian Aid week.

The distance is 27 1/2 miles, and the commanding officer, Lieut.-Cdr. R. E. Hoskins, was sponsored by the wardroom to the tune of ten shillings a mile.

He, and five other ship

entrants, completed the course in some eight hours, resulting in a donation of over £54.

The upper deck on fine evenings resembles the current TV programme "It's a Knockout" as various games are presented for challenge.

The current favourite involves a timed run from the ship in a gemini dinghy, 1,400 feet up the nearest mountain, down by the quickest route and back to the ship. The latest record is by OS Green in 21min. 27sec.

Hoping to beat this time the "boffins" fed information into their computer and thought they had the answer. Their carefully-designed sled for the down run was, however, unequal to the task and so — "Back to the drawing board."

With other competitions such as the biggest splash over the side, lifting the electrical officer (nearly 20 stone), and more conventional pursuits — expels on foot and by boat, sailing, darts and cribbage — the time on task passes quickly.

## THE LYDDON SHIELD



The Lyddon Shield, presented in memory of the late Vice-Admiral Sir Horace Lyddon, the former Chief naval Supply and Secretariat Officer, to the top sub-lieutenant completing the long S and S course, being handed to Sub-Lieut. David A. Wakefield by Rear-Admiral G. A. Henderson, the present Chief Naval Supply and Secretariat Officer. This was the first occasion that the award had been made. Admiral Lyddon died on June 9, 1968.

## 'Vicar' led dance round 'Maypole'

In an endeavour to interest and amuse the ship's company when at sea, and to avoid men being so parochial that they get out of touch with what is going on outside the environs of their part of ship or mess, H.M.S. Rothesay has started a ship's newspaper — the Rothesay Revelation.

The "editorial staff" have imagined that the ship is a country village. The features are easily recognizable — the Green (flight deck); the High Street (main passage); the public convenience (WEE office); the Quarry (mortar well); the Castle (bridge), and so on.

Every village has its service industries of the waterworks and the electricity company and its characters — the Squire (Captain); the Vicar (First Lieutenant); the Constable (Coxswain) and so on.

Every ship has its characters also, and those running the paper say it is amazing how easy it is to cast each one into a country village setting.

Main feature articles include — Around the Village; sports News and Round-up; World news; Poet's Corner; and Corre-

spondence, with an occasional Agony Column and Educational Supplement or Travelogue.

It is easy to write about a village and partake of Jack's favourite sport of poking Charlie at everyone. For instance, it is much easier to poke fun at the village characters dancing around the maypole (stump mast rigged for replenishment at sea) than it is to write a plain informative article about the seamen replenishing at sea, which they have done many times before.

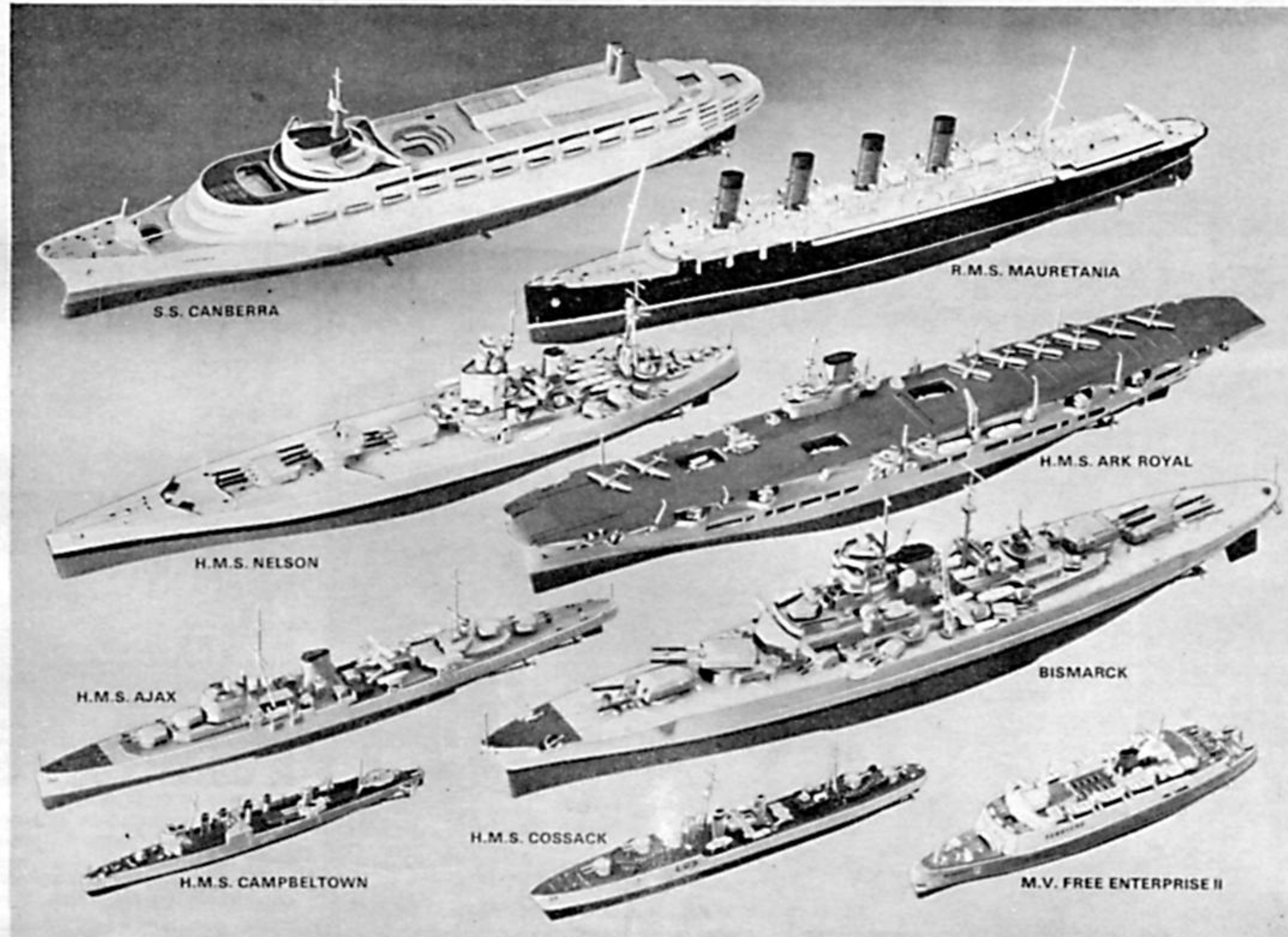
Such a ship's newspaper can be built up with everyone joining in the fun, and at the same time it can be used to inform. Most men will read an evening paper if they know they are likely to be mentioned, or will get a laugh, but the same cannot be said for daily orders.

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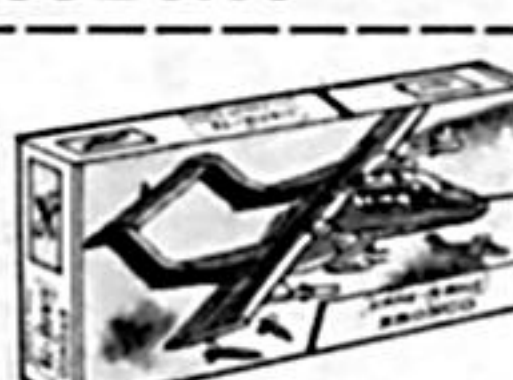
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Reminiscent of a cluster of habitations on a hillside in Palestine, married quarters at Hooe, Plymouth, excite intense curiosity, but any irritation is not shared by the residents. They enjoy living in their strange-looking quarters.

# Life in the Kasbah

## FIRST, FIND THE WAY IN



Off to the shops, LS Jed Thomas and his family walk by the blank walls of dwellings with a Palestinian atmosphere.



"Private house" married quarters at Foxbury Gardens, Plymouth. Mrs. Renee Christie, wife of GI Frederick William Christie, and Mrs. Shirley Bates, wife of LME Geoffrey Bates, were all smiles for the camera.

rees, grass and shubbery will eventually soften the impact of the strangely-designed Hooe married quarters, but whatever the appearance, the residents are loud in praise of the interior layout.

## Like nothing they've ever lived in before

A remarkable architectural adventure forms one of the wide variety of married quarters available for naval families in the Plymouth area, where recent development has tended to be spread over several small schemes rather than vast estate concentration.

The Married Quarters Officer for the area, Cdr. Sidney Dennis, is firm in his conviction about "spread-over" building.

"So far as possible," he said, "I like to see naval building in units small enough to be integrated into the civilian communities, with naval families sharing the life and amenities in the same way as other ratepayers."

The naval dwellings at Hooe must be among the most unusual in the land.

The site is triangular, pointing downwards on the slope of a

hill. All the building is in white brick, and from a distance it looks like a lot of flat-topped garages, or perhaps a modern factory.

Circling the outside, the visitor has no sight of curtains or chintz to encourage belief that there are domestic dwellings behind those walls, and finding the entrance to this "Kasbah" usually involves a full circuit and keen perception.

Once within the walls, the absence of windows is again noticeable, and if the time of day happens to be outside shopping or play hours, the eerie "blind" silence can almost be felt.

### WELCOME CUPPA

"Then a door opened," writes a Navy News representative, "and the photographer and I met Mrs. Josie Martin, wife of ME1 John Martin, who is serving in H.M.S. Ark Royal."

"She was delighted to invite us inside, where there was a welcome cup of tea. Her children, Stephen (6), Sally (5), and Darran (3) were playing in the spacious living room."

And Mrs. Martin's opinion of these married quarters?

"I think they are lovely," she said. "The design is really good. Each home is completely private and is not overlooked. The place is very safe for the children, and there are excellent play areas."

As can be seen in the pictures, the units are in terrace style. Inside, there is a large living room with french doors opening on to an enclosed patio. Leading

Mrs. Mary Parsons relaxes in the comfortable living room of her "private house" married quarter at Foxbury Gardens, Plymouth.

off the living room at a higher split level is a good kitchen and dining area.

Accommodation includes three bedrooms, and bathroom, with garages in a separate block.

It is possible while children are in the patio for "mum" to keep an eye on them from the living room, kitchen, and even while making the beds.

There is no "view" from the living room, the window being high in the wall, but nobody seems to miss this because of the sunniness of the rooms through ingenious lighting, or by windows opening on to the private patio.

Completely similar views were expressed by LS Jed Thomas, of H.M.S. Eagle, and his wife Chris. They have two boys, Mark (4), and Paul (2).

"It's funny sometimes," said Jed. "People knock at the door after dark and say, 'How can we get out of here?' But if we had a house designed for ourselves, we would like the interior just like these."

### PRIVATE HOUSES

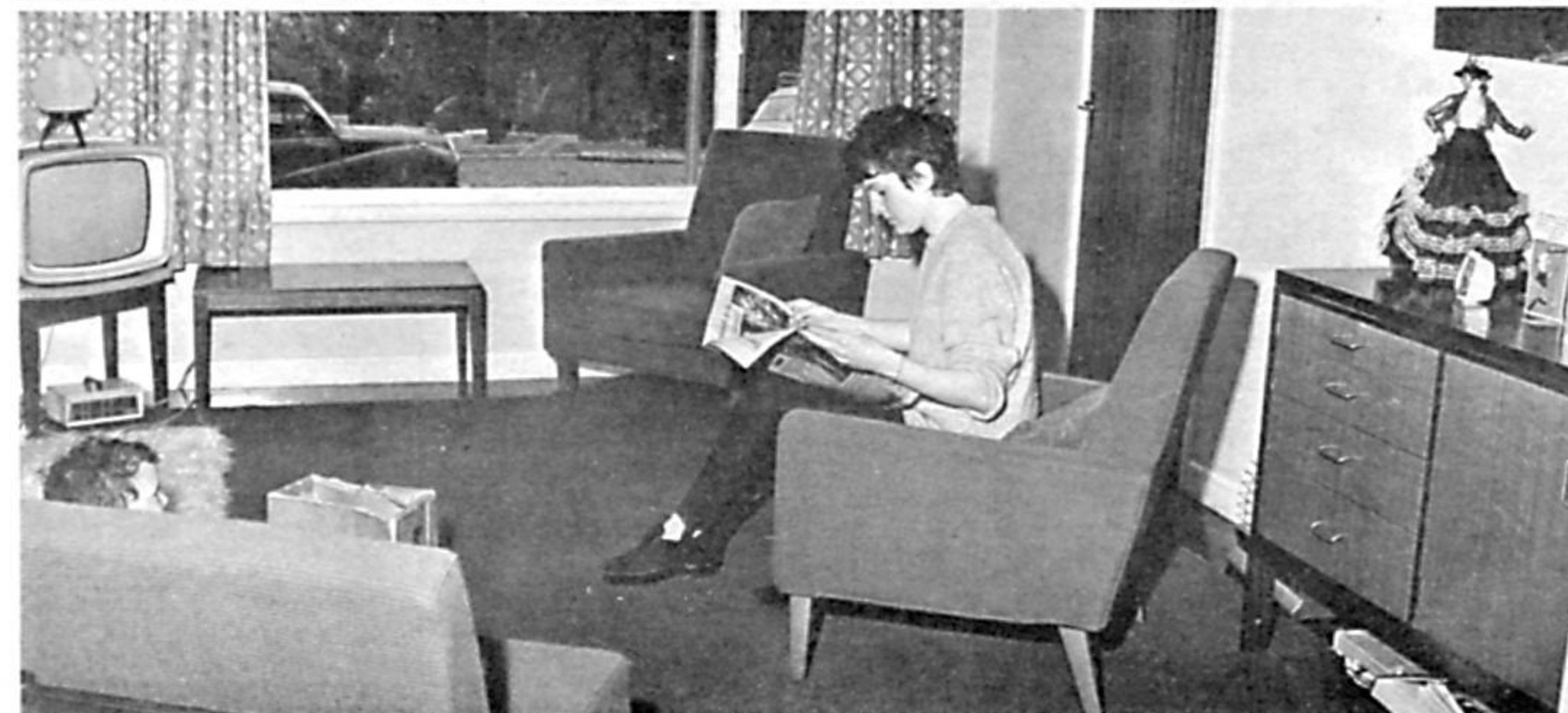
Another interesting married quarters area is at Foxwood Gardens, where the Navy went into the open market and bought a batch of houses on a private estate.

This has been part of the preparation for the return of families from overseas on the run-down at Singapore.

At Number 8 Mrs. Mary Parsons, wife of AB Michael Parsons, told Navy News that this was her first quarter in her three years of married life.

They had to be careful with the expense of central heating, and would like gates to stop the children getting on to the road (she has a boy, Neil, aged 18).

(Continued in Page 11)





Walking nonchalantly into Singapore's sunshine after a flight from U.K., these Service families may well have been nervous when they started. But the Royal Air Force does a great job, and any fears are soothed in their capable hands.

# Terrified of flying?

A naval wife for almost seven years writes to the Families Page saying: "I like the life very much, but on occasion I find naval rules very disheartening."

"My husband," she continues, "has a draft to Singapore, married accompanied. I would love to go with him, but having an absolute horror of flying, I must remain at home."

"The Navy, we are told, does all movements by air, and has no facilities for sea passages. What I would like to know is WHY?"

"There must be many wives like myself unable to join loved ones abroad because of a terrifying fear of flying."

"My husband and I have been apart most of our married life, and now face another separation because of Navy rules."

## OFFICIAL POSITION

This is a situation well known to the Naval Family Welfare, who are able to explain the official position and give advice.

The rules are not as bad as the writer of the letter believes.

The Navy do recognize that in some cases there may be objections about flying, and there is a D.C.I. (1451/66) which sets out the position.

If anyone objects to flying and asks to go by sea, the rule says: "To ensure this objection is valid, a full explanation why air passage cannot be undertaken, supported by a medical certificate where appropriate, are required by the Ministry of Defence."

The most reasonable cause for objection would be if a wife had had personal experience of an air accident, but other medical causes, such as claustrophobia (fear of confined space) would

certainly be taken into consideration.

## LIKE BUS STATION

At the same time, most people who fly would tell the naval wife concerned that beforehand they feel nervous — sometimes very nervous — but once at an airport, seeing the comings and goings like a vast bus station, anxiety tends to be forgotten.

When they see pretty air hostesses and very efficient-looking air and ground staff, going about the business of flying as their everyday life, even the most nervous becomes more self-assured.

Going by sea does mean weeks more of separation, and a much more involved preparation.

Perhaps the best advice which might be given to the writer of the letter is this: Have a day out at an airport and get the "feel" of this exciting form of transport.



cate that in a modest way it has a contribution to make in fostering friendship among naval wives.

"I am sure that among the branches with which I am concerned, new members will find a welcome, and be looked after until they become known."

Another naval wife, writing

## POSE AFTER THE POSY

Big occasion for the Royal Naval Wives Association on June 9 was the combined garden party in the wardroom gardens of the Royal Naval Barracks, Portsmouth.

Six-year-old Elizabeth (left), daughter of Lieut. Cdr. B. R. Bezance, First Lieutenant of the Barracks, presented a posy to Lady Frewen, wife of the Commander-in-Chief Portsmouth.

Elizabeth's sister Caroline, aged five, joined in for the picture.

about the same Navy News article, agreed about people too shy to venture into a meeting alone.

"The Naval Wives Information Service visitors do a grand job. Having been a visitor myself, I know they are not always favourably received," she said.

"Couldn't visitors arrange to escort new members to their first meeting, or perhaps clubs could have a hostess system?"

## Families' Page

### Life in the Kasbah (Continued from Page 10)

months), but life was pleasant at Foxwood Gardens.

Mrs. Rosalind Tripp, wife of OEM1 Michael Tripp, living nearby with her children Jayne (3) and Samantha (2) said her husband was in H.M.S. Penclope.

There were Royal Naval Wives' Association meetings to look forward to, and in the summer, families often walked to Bovey Sands. She was delighted with her "lovely house."

A start is expected to be made with another 24 married quarters at Yeovilton, and in all the area there should soon be more than double the quarters which existed five years ago.

Life on the fairly extensive Tamerton Folliott estate has been improved by the new NAAFI, and big opportunities for social and recreational activities should be available in the community centre upon which work has now started.

port. Try to overcome your nervousness because it will mean so much to you to do so — not only now, but later on, for holidays, etc.

If all fails, see the doctor, and your circumstances may justify travel by sea.

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# Navy News

EDITOR:  
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## Evaluation

+ X = ?

"Other ranks" is a term which the Prices and Incomes Board find distasteful, and in their pay report use it "with reluctance," having found no alternative. Mention of this point helps to give an indication of the Board's underlying sympathies.

A favourite remark about disenchantment with Service life is "it's not the money," and the Board supports this view, observing: "It is by no means self-evident that pay alone will secure the requisite numbers."

However, they could do little more at this stage than offer more pay, but they did manage to wipe out discrimination against younger marrieds, and to avoid domestic budgets taking a steep dip when men leave home on duty.

In future, ration allowance will be paid, even when men are being fed at public expense — a fact which will be welcomed by all wives, and especially those at the lowest pay levels.

Doctors and dentists have had their pay lifted to civilian standards, and while they may not do so well next April, it would be unwise to conclude that they had "had their lot."

In the long term, the two most interesting subjects are Job Evaluation and the "X" Factor — the comparison between Service jobs and Civvy Street counterparts, and the "unknown quantity" which has to be added to pay to compensate for the disadvantages of life in the Armed Forces."

## Real test

Job evaluation is a methodical probe upon which will be based a pay structure, and despite disturbing information about similar activities elsewhere — in Australia for instance — it is difficult to see how the new framework can be so drastically different from the existing one.

The "X" factor, however, is a very different kettle of fish, with likely variation according to personal bias. It can scarcely escape relation to prevailing circumstances, since a continuation of meagre recruiting would emphatically register the public's assessment. And that is the one which matters.

## GROOVY GROTS

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## TOMORROW'S BEST MAY NOT BE GOOD ENOUGH

# SHIPS FIT FOR SAILORS

Almost before the ink has dried on new standards of living conditions afloat, a strong feeling is emerging among the Navy's planners that tomorrow's best is just not good enough.

No doubt the continually dispiriting recruiting figures have acted as a spur, but one gains the impression that it goes deeper than that — as part of the new concept of life and career for men in the armed forces.

Once upon a time, designing a warship meant going into endless huddles on the teeth and propulsion, with the men worked into the odd corners which were left.

Big strides in standards of comfort during recent years have not been an unmixed blessing. For instance, "lash up and stow" in the old ships gave a recreational space which was heavily eroded when hammocks were replaced by bunks during refits.

## Compromise

"Fighting efficiency," "tarting up warships like a lot of boudoirs," and "what about the cost?" are familiar phrases in any discussion about comfort in the Fleet, emphasizing the nature of a compromise which is going to be as difficult as any to thrash out in the years ahead.

Forces already at work are pretty well bound to create the

circumstances for better living afloat.

There is great stress on manpower studies to determine not only whether jobs could be done by fewer men, but whether some of them need to be done at all.

It may be expected that every possible avenue will be explored, for instance, in cutting down or eliminating tedious chores. A closer link between operation and maintenance of equipment could be of career benefit as well as an economy.

The number of engine-room staff has been dramatically reduced by propulsion progress, and great hopes are pinned on the possibilities created by the use of aircraft-type engines.

This is all very splendid, promising jam tomorrow — but a long-way-off tomorrow.

The need seems apparent for a great plunge forward in progressive thought, which, while not demanding "hang the cost," at least puts the cost into proper perspective.

It is well that political influence should be strong in military finance, since it is the politicians who will have to find a solution if voluntary service fails. And failure is not all that far away if conditions do not improve quickly.

## Sensible course

Millions are being poured into the effort to increase Service strength, suggesting the sensible course of spending a bit to make those already signed on as happy as possible. For good or ill, sailors are the most important ambassadors when they go ashore.

Dr. Owen, the Parliamentary Under-Secretary of State for the Navy, has been seeing quite a lot of life in the Service, and has suggested the possibility of "caravan planning" in improving accommodation.

Civilian industry may well be able to help, but equally important is the need for scrapping much of the "stock item" form of furnishing.

We don't launch all that many new ships nowadays, and to get the best advantage in accommodation it should be custom built.

In other words, tell the shipbuilder — "Those ten little boxes are cabins. Make as good a job of them as you can." So long as he is obliged to lump in items not designed for a particular space, he cannot hope to use his expertise in achieving a result comparable with a smart caravan or yacht.

## Separate cabins

A big opportunity for accommodation planning will come over commando ship replacement — possibly H.M.S. Hermes after the Fleet Air Arm rundown.

The carrier could provide an exciting possibility for a demonstration of intent — a real picture of the ships of tomorrow, viewed from the inside.

Individual cabins for "master rates," shared cabins for chiefs, major improvements in sleeping

and recreation areas for petty officers and junior rates — these are among the thoughts under discussion.

All along the line there are bound to be problems and compromise, leading perhaps to one of the biggest debating points of all. Should the Navy be thinking in terms of "peace" ships as well as "war" ships?

Alone, and even in concert, we cannot hope to match a potential enemy without recourse to pressing the button. Why not then fashion at least some of the Fleet for a "presence" in as many parts of the world as we can afford?

The ships could be utility as far as weaponry is concerned, but comfortable to live in, and well suited to "making friends and influencing people."

## Sure winner

In certain circumstances, a good football team, band, choir, or pop group could be far more potent than a bristle of sophisticated hardware.

A four-masted square-rigged training vessel, full of splendid youngsters, is a sure winner as a visitor compared with almost any form of armour plating.

It may be galling that young men today are not so moved by patriotic calls. "The ad. nian cometh" is not a palatable prospect for a fighting service, but if it has to be that way, a life on the ocean wave still has a head start on most rivals.

## Patrol boats visit Cologne

A trip which falls to the lot of very few Royal Navy men indeed was undertaken by the two fast patrol boats, H.M.S. Brave Swordsman and H.M.S. Dark Hero, from May 25 to June 4.

With ships from other NATO countries the two F.P.B.s visited Cologne to commemorate their participation in 1966 in the funeral of the late Chancellor Adenauer.

H.M.S. Dark Hero was commissioned specially for the courtesy visit, as the other "Brave," the Brave Borderer, has just finished a refit and was not ready for sea.

The two ships called at Rotterdam, Nijmegen and Dusseldorf on their way up the Rhine, and also when making the return journey.

## Nubian had vital role in air race

H.M.S. Nubian has recently returned from a lonely mission in the Atlantic. She was stationed over 300 miles west of Ireland and was employed in effecting a rendezvous between the Phantoms and R.A.F. Victor tanker aircraft in the Daily Mail Air Race.

Without her valuable assistance this final rendezvous would not have been possible, and indeed the whole Phantom effort could not have been made.

The Nubian was chosen because of her long-range air warning capability. For the duration of the race the Direction Officer of 892 Squadron was embarked to carry out the aircraft control. His skills were essential to control the Phantoms' descent from 39,000 to 33,000 feet through the civil air lane.

On completion of this final refuelling, the Phantoms climbed to 50,000 feet to fly the last leg to Witley airfield at supersonic speed.

SHEILA SCOTT

During the 12-day patrol the ship was also able to talk to other race aircraft such as the R.A.F. Harriers and Victors, Sheila Scott in her tiny light aircraft and Aer Lingus Boeing 707's in which two members of the ship's company were flying.

These two ratings, LS S. C. Dow and OEMech'n H. F. Evans, although not winning any major prize, acquitted themselves most creditably.

Apart from "flying visits" from the RFA tankers Brown Ranger and Olwen only two other merchant ships were sighted during the patrol. One highlight of the week, during a non-flying period, was an evening call on the ocean weather ship Juliett. Her station was 40 miles north-west of the Nubian's race station.

The weather was reasonable and the ship was able to complete a considerable programme of both upper-deck and indoor games, including tug-of-war, shooting, tombola, and horse racing.

The ship is now back in Portsmouth for a brief docking period prior to deploying for more distant patrols this month.

## ARE YOU AN ARTIST?

The Armed Forces Art Society is to hold its annual exhibition in the Chenil Galleries, Chelsea, from September 23 to October 3.

About 400 works are usually hung at these exhibitions, giving an opportunity for members of the Services to exhibit their work for sale in a London gallery in good company.

All ranks of the Royal Navy, the Army, and the Royal Air Force (including Territorial and Auxiliary units and women's branches of the Services) whether permanent or temporary, serving or retired, are entitled to submit works for the exhibition.

Full details and entry forms may be obtained from Col. E. L. L. Vulliamy, Meyricks, Blanford Road, Reigate.

## ROSYTH'S NEW CHURCH



This ultra-modern looking building is St. Margaret's Anglican Church at Rosyth, dedicated by the Bishop of Croydon, the Rt. Rev. J. T. Hughes, who is Bishop to H.M. Forces. Present at the Service of Dedication was the Flag Officer Scotland and Northern Ireland, Vice-Admiral I. L. M. McGeoch, the Admiral Superintendent of Rosyth Dockyard, Rear-Admiral W. T. C. Ridley, the Chaplain of the Fleet, the Rev. Ambrose Weekes, and the Dean of St. Andrew's, the Very Rev. T. T. Irvine.



# Portland 'at home'

Royal Navy ships, including submarines and Royal Fleet Auxiliaries, will be open for inspection when Portland naval base is "at home" to the public on Saturday and Sunday, August 9 and 10, between 12.30-6.30 p.m.

Naval helicopters and much of the equipment used in the modern Navy will be on view.

There will be flying demonstrations by helicopters from H.M.S. Osprey and the ceremony of beating Retreat will be performed by the Royal Marines Band of the Commander-in-Chief, Portsmouth. The band will also play during the course of each afternoon.

The "At home" will give both holidaymakers and local residents an opportunity to see for themselves what goes on at the Portland naval base, which is devoted to work-up training.

Ships recommissioning with new crews at intervals of about two years and the process of working-up is designed to train a

new ship's company to meet any eventuality in subsequent service anywhere in the world.

Working-up consists of six to seven weeks of intensive exer-

cises both at sea and in harbour supervised by the staff of the Flag Officer Sea Training.

All R.N. ships now in the Fleet, except aircraft carriers and submarines, receive this training at Portland. The majority of R.F.A. ships also now go there for three weeks' training before joining the Fleet after a docking or when first accepted into service.

In addition, ships of Allied and Commonwealth navies are going to Portland for training in increasing numbers — an "invisible export" in British skill and experience.

## 17 DANISH SHIPS IN "BRASS BUTTON"

Seventeen ships of the Danish Operational Forces visited Portland from June 12-20, including the fast frigate H.D.M.S. Peder Skram, in which the Flag Officer Danish Operational Forces, Rear-Admiral A. Helms, flew his flag.

Two of the ships also visited

Weymouth for several days.

The visit to the Channel area was nick-named Brass Button and was part of a Danish national exercise called Danex.

Another visitor to Portland in June was the Swedish Chief of Naval Staff, Vice-Admiral A. F. Lindemalm. He was on a week's visit to Britain at the invitation of the First Sea Lord.

## FLEW TO BAHRAIN TO WED



While most of the ship's company of H.M.S. Zulu took advantage of arrival at Bahrain after a long period at sea to catch up with sports, sight-seeing and general recrea-

tion, POM(E) James Jackson decided it would be a good time to be married.

He flew his fiancée, Miss Margaret Wilson, of Cowdenbeath, Fife, to Bahrain and

they were married in Holy Trinity Church, H.M.S. Jufair. The bride was given away by the captain of the Zulu (Cdr. M. Sands).

The couple are pictured leaving the church beneath an arch of wheel spanners before going to the Zulu for the reception.

The wedding cake, a gift from the petty officers' mess, was cut with the captain's sword.

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Cllr. W. J. Evans

Photo: Evening News, Portsmouth.

## 'IMMENSE' JOB

In a Commander-in-Chief's special order of the day, Chief Naval Auxiliaryman Gordon Fullbrook, of the Dover unit of the R.N. Aux. S. is commended for renovating auxiliary machinery as a training aid for engineers and recruits of the unit and as an alternative power supply for the Admiralty pens.

The pens had been abandoned after the Second World War and the auxiliary machinery there was classed as scrap in 1957.

The immense task, tackled by CNA Fullbrook and members of the Dover Unit with "skill, determination and enthusiasm" was completed in 18 months.

## NEW COMMISSION FOR HARDY



The anti-submarine frigate H.M.S. Hardy, which recommissioned at Gibraltar in June after a long refit, will be one of the ships taking part in the Portland "at home" on August 9 and 10.

During the Hardy's refit, all equipment has been either serviced or replaced and all living quarters modernized. The Hardy is the third ship of the Blackwood class to undergo a long refit at Gibraltar.

She recommissioned under the command of Cdr. John D. Lock for Home Sea Service in the Portland Squadron — her third commission.

## Rescued rating from sea — commended

A/LA C. Mapp has received a Commander-in-Chief's commendation for his "courage and complete disregard for his own safety" in rescuing a rating from the sea at Portland.

The incident occurred at about 01.00 on January 23 when cries were heard coming from the direction of the harbour and someone was seen in the water about 100 yards from the shore.

A/LA Mapp and LA T. R. Ridsdale, of H.M.S. Osprey, arrived and A/LA Mapp stripped, swam out to the man and pulled him back to the jetty.

Both ratings carried out resuscitation on the rescued man, who proved to be an RO3 from H.M.S. Hampshire, and cared for him until he was taken to the sick bay in H.M.S. Osprey, suffering from shock and exposure.

The commendation says that the prompt action of A/LA Mapp and the assistance given by LA Ridsdale undoubtedly saved the man's life.

## HONG KONG CAR CONCESSION

Those interested in motoring in Hong Kong will find useful a recently-issued D.C.I. which deals with importation of private motor vehicles into the colony.

The D.C.I. points out that such vehicles may be subject to two forms of tax, and refers to a concession which is available in certain circumstances to members of H.M. forces.

Full information is contained in D.C.I. (General) 94/1969.

## NAVY DAYS AT GRANTON

Navy Days were held at Granton on June 7 and 8, when Forth Division of the R.N.R. welcomed the public to H.M. ships Wolverton, Killiecrankie, Thornham and Claverhouse.

H.M.S. Thornham, an inshore minesweeper, and an MFV went to sea in the waters off Leith and Granton with visitors on board.

Other attractions included the Scottish Command Royal Marine band beating Retreat, a display by divers of H.M.S. Cochrane, a mock assault by the R.M. Reserve at Glasgow, a whaler race and firefighting displays.

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ROYAL NAVY'S  
NEWEST PLANE



Top: Aircraft carrier H.M.S. Eagle.  
Centre: One of the Navy's Phantom aircraft which has just completed landing trials on the Eagle.  
Below: Guided missile destroyer Glamorgan.



Ton class in line ahead — the little ships which the Navy hold in great affection.

# Atom age fleet

Two of the Royal Navy's latest nuclear-powered fleet submarines, H.M.S. Valiant and H.M.S. Warspite, will be among ships of the Western Fleet which will assemble at Torbay for the visit by the Queen and other members of the Royal Family on July 28 and 29.

More than 10,000 officers and ratings in a total of 40 ships and 89 aircraft will be involved, and the event promises to be one of the most spectacular occasions of recent years.

On view will be Britain's largest warship, the 50,000-ton aircraft carrier H.M.S. Eagle, which was recently the scene of the first arrested deck landings on a British warship by the Navy's latest jet plane, the record-breaking Phantom.

Other ships present will include the command helicopter cruiser H.M.S. Blake and the guided missile destroyers H.M.S. Glamorgan and H.M.S. Hampshire. Among the frigates will be the Navy's latest ship, H.M.S. Charybdis, one of a long line of the Leander class which are giving yeoman service in many parts of the world.

Another new ship at Torbay is the Royal Fleet Auxiliary Engadine, a helicopter support ship — indicating the importance of the "chopper" in the fleet of today and tomorrow.

The Western Fleet, comprising about 140 ships, includes the majority of ships of the Royal Navy, the remaining operational ships being deployed, in the main, in the Far East.

## Twenty ships opentopublic

Twenty ships of the Fleet will be open to visitors on the afternoon of Sunday, July 27. They will comprise the guided missile destroyer Glamorgan, the destroyer Diana, nine frigates, seven mine countermeasures ships and two Royal Fleet Auxiliaries.

Local boatmen will provide a boat service to these ships.

In addition to the Royal Yacht Britannia, a total of 39 ships will be present at the assembly.

The 39 are as follows, and those which will be open to the public are underlined:

Aircraft carrier: Eagle.  
Helicopter cruiser: Blake.  
Guided missile destroyers: Glamorgan and Hampshire.

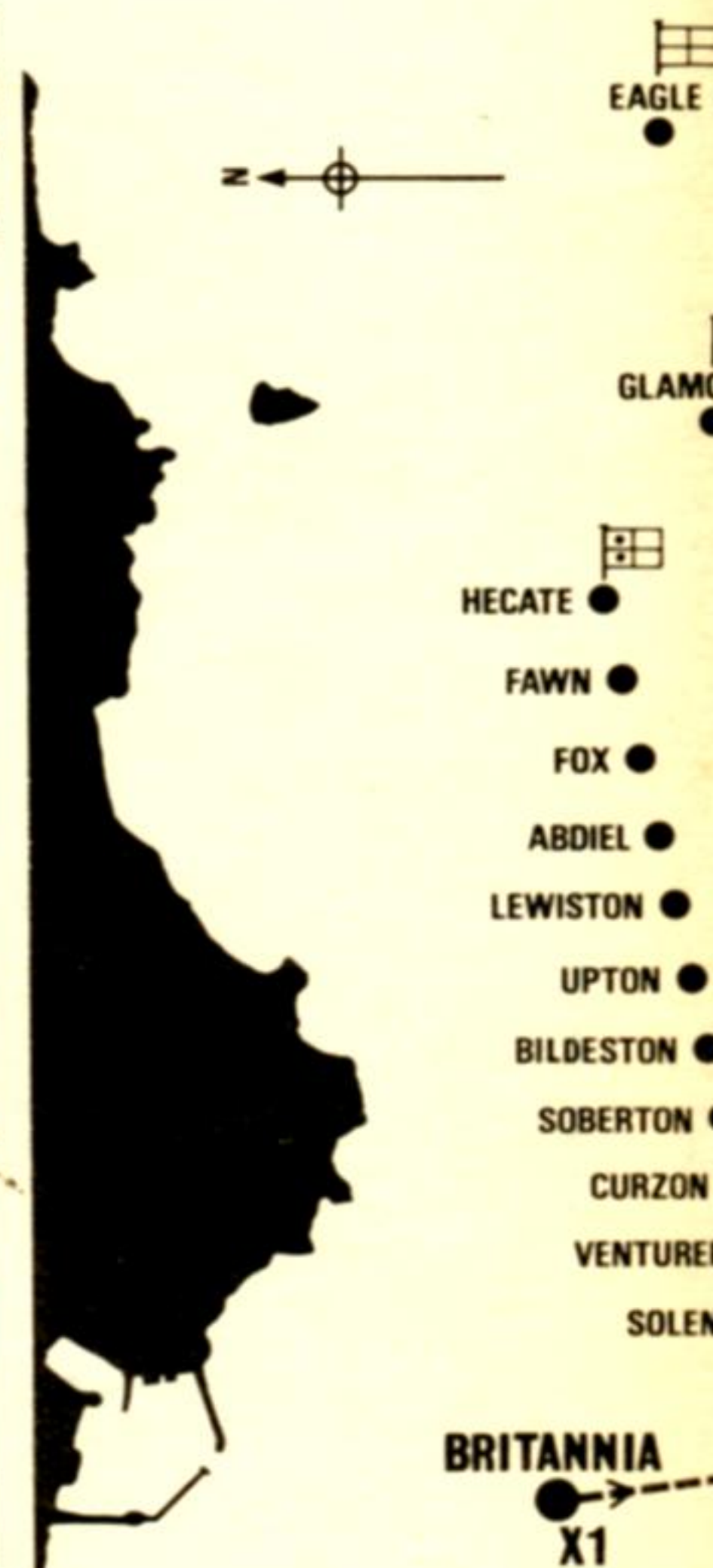
Destroyer: Diana.  
Frigates: Phoebe, Llandaff, Keppel, Eastbourne, Tenby, Torquay, Charybdis, Sirius, Plymouth, Duncan and Dundas.

Submarines: Warspite, Valiant, Odin, Olympus, Oracle, Acheron, Ambush and Tiptoe.

Survey ships: Hecate, Fawn and Fox.  
Mine countermeasures ships: Abdiel, Lewiston, Upton, Bildeston and Soberton.

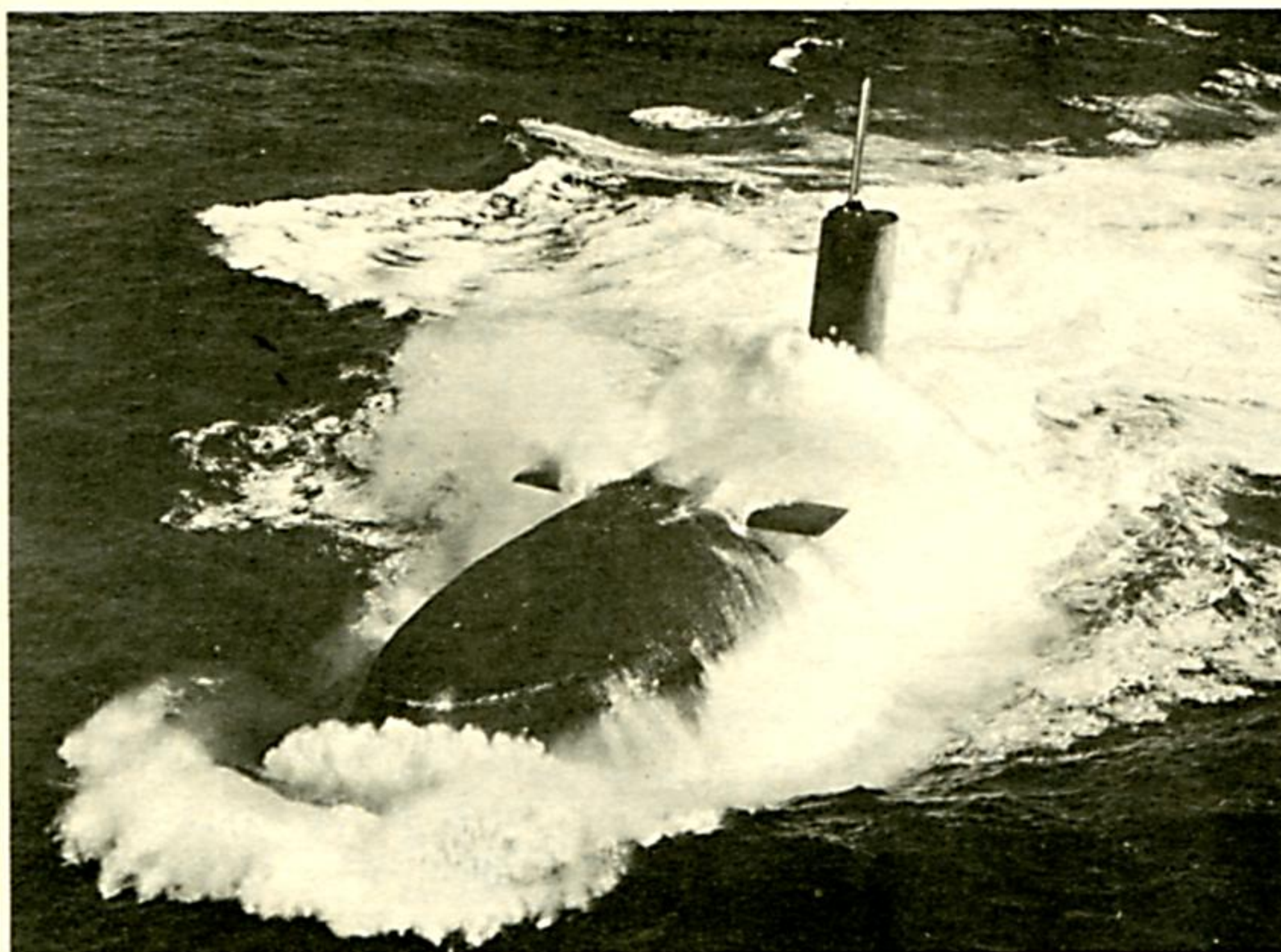
Mine countermeasures ships manned by R.N.R.: Curzon, Venturer and Solent.  
Royal Fleet Auxiliaries: Olmeda, Resource, Lyness and Engadine.

## LINE UP OF



The dotted line shows the route of the other members of the Royal Family embarking at Torquay harbour and heading for Torquay harbour is shown on the left of the map.





Surfacing at speed, the nuclear submarine H.M.S. Vallant (above) gives a dramatic indication of the power-packed warship of today. On the right is H.M.S. Sirius, one of the Navy's Leander frigates — a modern class of which there are now two dozen in the Fleet.



# assembly

In a special message, Admiral Sir John Bush, Commander-in-Chief Western Fleet, says:

The presentation of our new Colour by Her Majesty the Queen is a very important occasion for the Fleet, and we are greatly honoured that she and other members of the Royal Family should take this opportunity to spend two days with us in Torbay and see something of the men and the ships.

It is appropriate that the Fleet should have a new Colour, not only because the old Colour was presented to the then Home Fleet as long ago as 1937, but because in 1967 the Home Fleet was superseded by the Western Fleet with greatly increased responsibilities. Its area of operations now includes the North and South Atlantic and the Mediterranean, as well as Home Waters.

The tasks undertaken by the Fleet are varied and strenuous. Our major task is to contribute surface ships, submarines and aircraft which will deter any potential aggressor from action at sea — a task vital to the existence of a nation such as ours dependent upon the sea for the transit of our imports and exports.

To do this effectively we must be, and be known to be, really efficient. Nearly all the ships present in Torbay are earmarked for assignment to NATO in emergency, and in peacetime we exercise frequently with the other nations of the Alliance to ensure our readiness for war.

Besides this major commitment there is the ever-present task of training young officers and men to play their part in the highly technical complex which is the warship of today. The men in the Fleet are not just sailors as they used to be; they are highly trained technicians in their various fields — weapon control, electrical and mechanical engineering and administration.

And finally, there are all the day-to-day tasks which you frequently read about in your newspapers — fishing protection, search and rescue at sea, aid to civil power and visits to foreign ports, which enhance the prestige of our country.

A number of ships will be open to visitors on Sunday July 27 and I hope as many of you as possible will avail yourselves of the opportunity to see something of the Royal Navy of today.



Admiral Sir John Bush, Commander-in-Chief, Western Fleet, who will fly his flag at the assembly in H.M.S. Eagle. Four other flag officers will be present.

## PROGRAMME OF EVENTS

### SATURDAY JULY 26

From 15.00: Ships of the Fleet anchor in Torbay.

21.30: Upper works of ships to be floodlit.

### SUNDAY JULY 27

13.00 — 17.00: Twenty ships open to the public.

21.30: Upper works of ships to be floodlit.

### MONDAY JULY 28

07.00: H.M.Y. Britannia anchors off Torbay.

10.15: The Queen and Duke of Edinburgh, Prince of Wales and Princess Anne embark in the Royal barge at Torquay harbour and at 10.20 board Britannia. A Royal salute of 21 guns will be fired when the Royal Standard is broken at the mainmast.

10.35: H.M.Y. Britannia, preceded by the Trinity House vessel Patricia, will steam through the anchorage.

11.00: H.M.Y. Britannia anchors at eastern end of the lines.

11.10: Princess Anne leaves to visit H.M.S. Eastbourne. The Prince of Wales leaves to visit R.F.A. Resource. The Queen and Duke of Edinburgh leave to visit H.M.S. Hampshire.

12.30: The Queen and other members of the Royal Family return to H.M.Y. Britannia.

14.35: Princess Anne leaves to visit H.M.S. Hecate, with H.M.S. Fawn and H.M.S. Fox alongside. The Prince of Wales leaves to visit H.M.S. Phoebe, with H.M.S. Bildeston alongside. The Queen and Duke of Edinburgh leave to visit H.M.S. Valiant.

15.55: The Queen and other members of the Royal Family join the chief petty officers of the Fleet for tea in H.M.S. Blake.

17.45: The Queen gives a reception in H.M.Y. Britannia.

19.45: The Queen and other members of the Royal Family dine with the Commander-in-Chief, flag officers and officers in H.M.S. Eagle, and afterwards attend a concert party by the ship's company.

21.30 (until 23.59): Ships to be fully illuminated.

### TUESDAY JULY 29

10.00: Presentation of new Colour to the Fleet by the Queen on the flight deck of H.M.S. Eagle.

10.30 (approx.): Fly-past by helicopters and aircraft of the Fleet Air Arm.

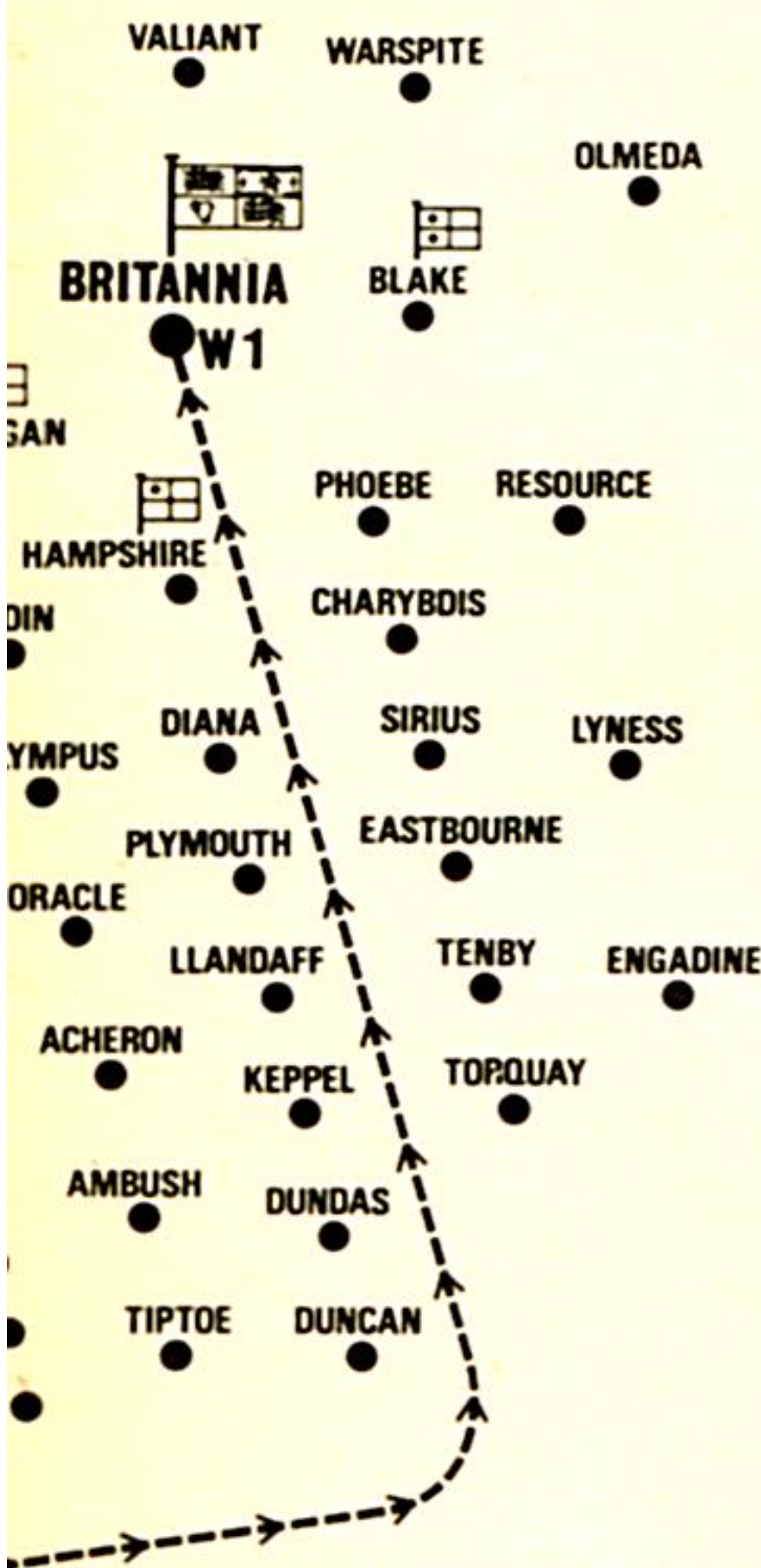
12.30: H.M.Y. Britannia, with the Queen and other members of the Royal Family embarked, leads the Fleet to sea.

14.00: Ships of the Western Fleet steam past H.M.Y. Britannia some 10 miles to the east of Torbay.

16.15: H.M.Y. Britannia, escorted by H.M.S. Duncan, arrives off Torquay.

16.30: The Queen disembarks to return to Torquay.

## THE SHIPS



## Presentation of Colour



The Colour presentation falls exactly 381 years to the day after Sir Francis Drake fought the last battle of the Armada to defeat the enemies of Queen Elizabeth I.

To recall this victory, a replica of the famous Drake's Drum has been lent by H.M.S. Drake at Devonport to be the top drum of the pile on which will be placed the new Colour.

When the Queen and other members of the Royal Family arrive on the flight deck of H.M.S. Eagle, 1,500 men drawn from the assembled ships will be on parade. There will also be a representative contingent of the Women's Royal Naval Service drawn from Fleet Headquarters at Northwood.

Two Royal Guards, each of 96 men, will be drawn up opposite the Royal Dais, and the Royal Marine Band of the Commander-in-Chief will mass with the band of H.M.S. Eagle.

After the Royal Salute from the two guards, the Queen will inspect the guards, and the massed bands will then troop across the front of the parade, first at the quick march and then at the slow. The Old Colour is trooped, and marched off to the tune of Auld Lang Syne.

The drum party will then pile the drums in front of the dais for the presentation of the new Colour.

Replica of Drake's Drum

Royal Yacht, Britannia, with the Queen and other members of the Royal Family, will leave Torquay at 1035 on Monday July 28, from Torquay to the plan.





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N.1



## Review 'Backroom boys'

Pictured in the cellars under Admiralty House in Portsmouth Dockyard are three members of the recent NATO review planning team who had the mammoth task of making up information kits for the 61 ships reviewed by the Queen.

These kits contained information on Portsmouth and Southsea, London, currency conversion tables and many other documents, and the three ratings handled hundreds of thousands of items.

They are LRO John Littlefield, of H.M.S. Mercury, and ABs John Williams and George Whittle, from the R.N. Barracks.

Photo: PO Dave Morris.



## M.E.s' MESS 'WON' TWO WRENS



The messes in H.M.S. Manxman drew lots to decide which mess would entertain to lunch the two Wrens who were selling S.A.A.F.A. flags.

The M.E.s' mess won, and pictured here having lunch "a la messdeck" are (left to right): L Wren Jill Newell and Wren Carolyn Ferguson, both from H.M.S. Vernon, and LME Reg Lovatt, of the Manxman.

Photo: PO Dave Morris.

## CAMERAMAN IN THE PICTURE

A presentation camera is admired by L/Air (Phot) Mervyn Ellis, of H.M.S. Excellent, and Capt. G. R. Villar, captain of the Excellent, after he had handed the camera to L/Air Ellis.

L/Air Ellis gained the camera when he won the Peregrine Trophy two years ago while serving in Singapore, from where he has recently returned. The camera was not sent out in case it became damaged.

The competition is sponsored by a photographic magazine.

Photo: PO Dave Morris.

## THE PATIENT AND THE MEN WHO SAVED HIM



The patient recovers after his emergency operation: Pictured are MA Osborne, LMA Jackson, Surg.-Cdr. Adamson, Mr. Chi Wong, Surg.-Lieut. Strong and Surg.-Lieut. Robins.

# Emergency 'Op'—his big role

Four years ago Kevin Osborne would not have believed he would be "lynch pin" in an emergency operation when he was only 23. But that was before he joined the Royal Navy.

## THE 'NEWS' DIARY

Kevin, whose home is in Glasgow, recently acted as "operating theatre sister" in an emergency operation in H.M.S. Eagle.

The carrier was steaming through the choppy North Sea when one of her Chinese laundrymen reported to the sick bay with stomach-ache. Soon the signs of acute appendicitis were apparent.

"We could have flown the man, Mr. Chi Wong, to the shore, but that would have meant a long and uncomfortable journey in a helicopter and ambulance," said Surg.-Cdr.

R. J. W. Adamson, who conducted the operation.

"The facilities in the operating theatre on board are up to the high standard of most hospitals ashore, so it would have been stupid not to get on with the job."

### 45 MINUTES

MA Osborne was called from his bunk to prepare the theatre for the operation. He worked with Surg.-Cdr. Adamson; his assistant, Surg.-Lieut. D. S.

Robins; and the anaesthetist, Surg.-Lieut. D. M. Strong.

MA Osborne worked, in fact, during the 45-minute operation as any theatre sister would ashore, but without the staff she would have to help her.

"The operation wouldn't have been possible but for the work of MA Osborne," said the surgeon commander.

Mr. Wong, whose home is in Hong Kong, was soon well on the way to recovery.

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## A TIME TO REMEMBER...



## Plans go ahead for Med. cruise

The projected Royal Naval Association cruise to the Mediterranean — briefly mentioned in the May issue — in the ss Nevasa (21,000 tons) in 1971 has been taken a step further.

It is anticipated that the ship will leave Southampton in October, 1971, spend 27 hours in Gibraltar, 29 hours in Malta and 24 hours in Tangier, returning to Southampton on the 15th day.

At a meeting on May 17, a committee was set up under the chairmanship of Shipmate E. C. Knight, chairman of the National Council and No. 6 Area Council representative.

All branches have now been notified of the projected cruise, and of the cost involved.

This varies from £65 a berth in dormitory accommodation to £115 a berth in a two-berth cabin and £125 for a single-berth cabin.

### EXCURSIONS

Shore excursions at the places mentioned, all meals and entertainment throughout the voyage, and certain insurances are covered by the fares.

Although sponsored by the association (there is to be no financial obligation attached to the general funds of the association), the cruise is not restricted to members.

Arrangements are being made to spread the payments over about two years — ten per cent. of the fare to be paid by July, 1970, 40 per cent. by January, 1971, and the balance by May, 1971. (Precise dates will be stated later.)

Booking fees of £5 per passenger (part of the ten per cent. mentioned above) may be sent now to Shipmate A. G. Wootton, 655, Kenton Road, Kenton,

### ANY TATTOOS OVER 50?

Well known for his research into tattooing, Surg. Capt. R. W. B. Scutt is seeking veteran examples of the art. One of the interesting aspects of tattoo study is into the non-fade quality of some of the colours.

Capt. Scutt would like the opportunity to photograph designs over 50 years old, especially those of the more ornate and easily-recognizable type.

Those over-65's interested can write to Capt. Scutt at the Sick Bay, R.N. Barracks, Portsmouth (telephone 22351, extension 72104).

Harrow, Middlesex, the secretary of the Nevasa committee, who will be pleased to give full details.

### Disappointment

Writing in The Bosun's Call, the official organ of the Durban, Port Natal branch, Shipmate Geoff Wingrove mentioned the disappointment felt by the organisers of the annual church parade when only 35 people, including relatives of members, the South Africa Legion and Norwegian Mission representat-

ives, were present — and two of those were German seamen.

Among those present was "The Lady in White," Mrs. Perla Gibson. She showed two letters, one of which was from Mrs. Agar, widow of the captain of H.M.S. Dorsetshire, and the other from Mr. W. H. Braddon, a prominent member of the Dorsetshire and Cornwall Survivors' Association in Plymouth.

Adorning the walls of Mrs. Gibson's home are plaques, pennants and photographs from just about every Royal Navy ship which has visited Durban in recent years.

### Witty toast

More than 100 members and friends attended the annual dinner of Chelmsford branch on May 17, the Mayor and Mayoress being principal guests.

Also present were Admiral Sir Walter Couchman, No. 5 Area president, and Lady Couchman, and representatives from kindred associations.

The toast to the guests was proposed by Shipmate L. H. Cole, branch secretary, and the Mayor, an ex-naval man, proposed the toast of the association in witty and nautical vein.

### REUNION

Portsmouth R.M. ex-Buglers' Dinner Club. The 1969 dinner will be held at Eastney on October 25. Tickets £2. Anyone wishing to attend please contact the secretary — H. J. Camp, 20, Abbey Road, Fareham, or the assistant secretary, R.M. Barracks, Eastney.

## 'History' in Cornwall

The quarterly meeting of No. 4 Area was held at the headquarters of St Austell branch, delegates from branches from between Bristol and Redruth-Cambourne being present.

The delegates were welcomed by the chairman of St Austell branch, Shipmate A. H. Mortimore, who stated that the meeting was the first to be held in Cornwall.

Capt. W. St. A. Matheson, V.C., president of the branch, felt that the outcome of these meetings would be beneficial to all.

Over 70 members and delegates attended a social in the evening, a large contingent of guests coming from Plymouth.

Among the guests was Shipmate Alex Gibbs who, at 92, is

the oldest submariner in the world. He was given a place of honour.

Shipmate F. Cocks, Plymouth branch public relations officer, presented St Austell branch with a mounted crest of H.M.S. Dolphin and a framed photograph of H.M.S. Rover, on behalf of Plymouth branch of the Submarine Old Comrades' Association.

On the Sunday St Austell branch, supported by members from Newton Abbot branch, attended the Trinity Sunday civic parade and service in the parish church.

### Now Bulldog

Members of Ramsgate branch were present when Ramsgate Sea Cadet Unit renamed their headquarters from T.S. Fervent to T.S. Bulldog.

The renaming ceremony was conducted by the commanding officer of H.M.S. Bulldog, the coastal survey craft. The ship's company of H.M.S. Bulldog has "adopted" the unit.

The Dunkirk Veterans' Association marched through Folkestone on May 11, the first time since 1940. Among the 14 standards in the parade, four were from Royal Naval Association branches — High Wycombe, Canterbury, Folkestone and Ramsgate.

The function was a "combined operations" affair as many kindred associations took part.

### Great respect

Paying a tribute to the late Admiral Faulkner, who was captain of H.M.S. Edinburgh in 1941, Mr. J. N. Thwaite, of Wantage, refers to him as "a man for whom we all had a great respect and admiration."

Mr. Thwaite says, "During 1941, when men (some of whose homes had been bombed and families dispersed) had gone for a long time without leave, H.M.S. Edinburgh put into Greenock."

"Twelve hours leave was given to each watch and there was only one leave-breaker — and his train was late."

Admiral Faulkner attended the 1968 dinner of the H.M.S. Edinburgh survivors and was given a rousing send-off at the close of the function.

### College visit

Members and friends of Torbay branch visited Britannia Royal Naval College, Dartmouth, last month.

After attending divisions and church the visitors were shown over the college.

Members of the branch will visit Lympstone barracks on August 2 to "Meet the Marines."

Scene at the Fleet Air Arm memorial at Lee-on-Solent, where the Telegraphist Air Gunners' Association held their annual memorial service in June.

There are now only six members still serving in the Fleet Air Arm, but the association boasts between 400-500 members. Present at the ceremony were about 75 members with their families and friends.

Vice-Admiral Sir Richard Janvrin, Flag Officer Naval Air Command, and members of his staff attended.

Among those who laid wreaths were Capt. R. E. Grayston, commanding officer of H.M.S. Daedalus, and Mr. J. Nicholls, chairman of the association.

The service was conducted by the Rev. George Knight and the Rev. Peter Brown, chaplains to H.M.S. Daedalus. Music was supplied by the Royal Marine Band of the Flag Officer Naval Air Command.



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### Belfast open to visitors

H.M.S. Belfast, last of the big gun cruisers of the Royal Navy (12 six-inch in four triple turrets) was open to visitors on D-Day, June 6.

The ship took part in the Normandy landings and was one of the first to open fire on the German batteries.

Proceeds from a collection made on board on June 6 went to Portsmouth Cathedral D-Day appeal. The appeal organizers were delighted with the response.

It is hoped that H.M.S. Belfast will become a "floating museum."

### MEMORIAL TO CAPTAIN

Mr. Pat Buckley's letter in the May issue concerning H.M.S. Carysfort, which mentioned Capt. Wintour, found an echo in the Huddersfield District Chronicle of May 17.

By a coincidence that paper published a feature on a memorial to Capt. C. J. Wintour which was unveiled in All Saints' Parish Church, Clayton West, in 1919.

The article mentioned that Capt. Wintour transferred from the Carysfort to H.M.S. Tipperary and was killed while on the bridge leading a night attack.

The Tipperary was sunk and there were only three survivors. The memorial was unveiled by Admiral Tyrwhitt, who flew his flag as leader of the Harwich Force in H.M.S. Carysfort.

## Progress in 'R.A.F. country'

Henlow branch held its first annual dinner, 160 shipmates and their guests attending.

Sending his best wishes on the first anniversary of their commissioning, Admiral of the Fleet Earl Mountbatten said, "I hear that you have increased your membership ten-fold in the first year which is a remarkable effort, particularly in the heart of the Royal Air Force country."

"I am sure your members will find in your branch the spirit of comradeship which they experienced in the Service and that your branch will prove to be a happy ship."

This message, together with a message from the Queen, was read at the dinner by the branch

president, Shipmate Lieut.-Cdr. D. Groves.

### 100 at reunion

Mr. W. Daly, organiser of the North Russian survivors' reunion at Plymouth, reports that over 100 people attended the social and reunion in May.

Wreaths had previously been laid at the Royal Naval War Memorial on Plymouth Hoe. Survivors attended from all over the country.

### 90 this year —

One who finds considerable interest in Navy News each month is Lieut.-Cdr. E. L. Pawley, who is 90 this year.

### RENOWN WAS EYE-OPENER

Members of Tees district of the Submarine Old Comrades' Association visited H.M.S. Neptune at Faslane and were pleased to have the opportunity of going on board H.M.S. Renown.

This ultra-modern submarine

was an eye-opener for the older members of the branch.

Tees branch have a special interest in the power boat race around the British Isles, for one of its members has entered his boat Cebec II.

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## ROYAL NAVY'S AIRCRAFT

No. 18

# Sea Vixen is a show-stealer

Developed from the D.H.110, the Sea Vixen began quantity production in 1957 as a replacement for the Sea Venom in the all-weather interceptor-fighter role.

## SOME VITAL STATISTICS

Sea Vixen vital statistics are:

Height: 11ft. (15ft. with wings folded).

Length: 53ft. 6in.

Span: 50ft. (22ft. 3in. with wings folded).

Power plant: Two Rolls Royce Avon Mk. 208 engines.

The prototype D.H.110, piloted by John Cunningham, made its first flight in September 1951.

In April 1952, this aircraft, piloted by John Derry, flew supersonic for the first time, in a dive. In the same year John Derry was killed in a flying accident while demonstrating this aircraft at the Farnborough Air Display.

The fully navalized production Sea Vixen, known as the FAW 20, first flew in March 1957. It was a much modified version of the D.H.110, incorporating a hydraulically-operated steerable nose wheel, power folding wings, and a hinged radome for

easy stowage in an aircraft carrier.

The first arrested deck landing was made in H.M.S. Ark Royal by Commander S. G. Orr in April 1956, and carrier trials of the production version, F.A.W. 1, were carried out in the summer of 1956.

In July 1959 the first operational Sea Vixen squadron, No 892, commissioned at R.N.A.S. Yeovilton, embarking in H.M.S. Ark Royal in spring 1960.

Coincidentally, 892 Squadron has become the first operational Phantom squadron. The squadron, which commissioned on March 31 this year, has started trials and will embark in H.M.S. Ark Royal next year.



The Sea Vixen, which at short notice can be adapted to any one of a number of roles.

In December 1962, the Mk 2 version of the Sea Vixen was ordered and Mk 1's were converted to the Mk 2 standard. Although basically the same aircraft, it now has an improved weapon system, carries more fuel, and liquid oxygen.

At short notice, the Sea Vixen can be adapted to any one of the following roles: all weather fighter,

fighter ground attack, fighter bomber, photographic recon, and flight refuelling tanker.

The underslung armaments and stores are equally varied and could be: Red Top (Sea Vixen FAW 2 only), Firestreak, 2in. rocket pod, Lepus, flare, bombs, photographic recon pod, Bullpup, Glow-worm, flight refuelling pod, Palouste starter pod.

The Sea Vixen has operated successfully throughout the world. Many will recall how 892 Squadron's "Simon's Circus" stole the show with their superb aerobatics at last year's Farnborough Air Display.

For longevity, the Sea Vixen has already outlasted the Fairey Swordfish in first-line service and should remain prominent and active for the remainder of the Fleet Air Arm's fixed-wing service.

## PHOTO POSTCARDS

Photo postcards of the above aircraft and others of this series are obtainable from "Navy News," Dept. P.C., R.N. Barracks, Portsmouth, price 1s. each (including postage), stamps or postal order.

A standing order for the supply of each new card on publication, for 12 issues, can be arranged on receipt of cheque or postal order for 12s. Albums to hold 64 "Navy News" postcards are 10s. each (including postage).

Other aircraft in this series are the Walrus, Seafox, Skua, Albacore, Firefly, Chance Vought Corsair, Fairey Barracuda, Grumman Wildcat, Fairey Swordfish, Avenger, Short 184 Seaplane, Seafire, Sea Hurricane, Osprey, Gannet, Wessex III and Flycatcher.

## SCENE OF PREMIER 'ARREST'



There are at present two pairs of brothers serving in H.M.S. Eagle.

Supply Lieut. Ian Brooks, who joined the Navy as a writer in 1950 and became an officer in 1964, is the supply officer (cash) on board. His brother Stuart joined in 1961 as an artificer apprentice and is now an air

radio artificer, carrying out maintenance on Buccaneer bomber radio equipment.

Both brothers (seen together in the picture below left) attended market Harborough

Grammar School. Their sister was a petty officer (RPI) Wren.

The other set of brothers AB Kenneth Clunas and EM William Clunas (below right), come from Invernesshire, and both

went to Tomnacross School.

Kenneth joined the Navy in 1963 and has been to the Far East, Australia, Canada and Germany. William joined in 1968.

## Two pairs of brothers in carrier



## First Phantoms land on Eagle

The first arrested deck landings of the Royal Navy's Phantom FG Mk I in a British aircraft carrier took place in H.M.S. Eagle in Lyme Bay on June 2.

Next day saw the first catapult launches of the aircraft.

The trials, which continued until June 16, completed the clearance required to operate the aircraft from British aircraft carriers in an operational role.

For the trials, two Phantom aircraft from the Royal Naval Test Squadron at the Aircraft and Armament Experimental Establishment, Boscombe Down, Wilts, embarked in the Eagle.

The pilots were Cdr. Freddy Hefford, the squadron commanding officer, who made the first landing, and Lieut.-Cdr. Richard Burn, who carried out the second.

The Navy's version of the McDonnell Phantom, equipped with Rolls Royce Spey Mk 201 engines and some British electronics, had carried out "touch and go" landings in the Eagle in March.

Before the Phantom fly-in on

College, who were embarked for a day at sea.

Included was a demonstration by Sea Vixens and Buccaneers of rocket firing on a splash target and of bombing.

Following her recent set of trials, the Eagle left to exercise with the U.S. Navy and visit the United States.

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State Trumpeter Peter Watts announced the arrival of H.M.S. Repulse at Cape Kennedy. His appearance drew the instruction, "Shoot the guy in the tin hat!" from an American reporter to his cameraman.

H.M.S. Repulse slipped, virtually unnoticed out of Cullport in Scotland on a cold wet March morning to cross the Atlantic and display before our American Allies her ability to mount the deterrent.

I say unnoticed, because this is significant. The Repulse is the second of our S.S.B.N.s to be completed, and therefore a true production model for whom there has not been a great deal of glamour but an interest to see if we could maintain the high standard set by the Resolution in her first year of operation.

As we dived to commence our passage we were conscious of the knowledge that ours was the task of proving that the Resolution's excellence was not just a first-of-class effort, but what could be expected of the British Polaris deterrent as a whole.

### Pleasant crossing

Our transatlantic crossing was pleasant and comfortable. It gave us an opportunity to check our equipment, brush up drills and, not least important, in view of our destination, avail ourselves of the services of the ship's barbers.

In the evenings we watched films and listened to recordings of "The Goon Show" and "Round the Horne," kindly given to us by the B.B.C.

We also ran sweepstakes on the total distance run and the time of surfacing. To our shame the former was won by an American passenger, who laconically commented that he had "been this way before."

We were somewhat dismayed to surface into a rainstorm as we neared Cape Kennedy. Where was that celebrated Florida sun?

### Pelicans on view

However, we soon saw the unmistakable signs of having reached our destination. Pelicans were to be seen everywhere, and the coast looked like an upturned hayrack with all the rocket gantries along the "Cape."

Among our passengers was Sergeant Peter Watts, of the Royal Dragoons, who have

recently been amalgamated with the Royal Horse Guards.

As we steamed into Port Canaveral he stood on the fin and emptied his lungs via his trumpet in a magnificent manner.

His appearance was much admired, to wit an instruction from an American reporter to his cameraman to "Shoot the guy in the tin hat!"

The welcoming party retaliated musically with the band of the U.S. Airforce Eastern Test Range, whose presence was a pleasant gesture which we much appreciated.

Having said our "Hullo's," or perhaps more accurately our "Hi's," we settled down to the serious business of the D.A.S.O., Demonstration and Shakedown Operation.

This exercise is divided into two parts, the verbal and practical inquisition, followed by a truce in which the inquisitors help us to prepare for and carry out our missile firing.

## Repulse at Canaveral bangs one off

We were, without exception, immensely impressed by the constructive criticism and support accorded to us throughout our D.A.S.O.

Happily life was not all work and there was some time for play. Cocoa Beach, the nearest town to Port Canaveral, is an excellent "run ashore," and the natives are very friendly!

We were introduced to that phenomena T.G.I.F., standing for "Thank God It's Friday." This gratitude to the Deity is not reflected in the manner in which the event is celebrated, but that is not to say that it isn't good fun.

### A great thrill

Without being blasé, the local inhabitants are now well accustomed to the space age.

However, to us, our proximity to Cape Kennedy was a great thrill, and we were lucky enough to watch Mariner 7 being fired as

well as Poseidon, the successor to Polaris, and Minuteman, an inter-continental ballistic missile.

We were also taken on fascinating tours of the Space Centre and Launching Complex.

Another excitement of our stay in America was a visit from the film star Gregory Peck and his wife. He met a number of the crew and toured the ship, in which he showed considerable interest.

During tea in the wardroom those present heard some philosophical and not altogether complementary anecdotes about wooden-framed canvas whales!

Meanwhile, despite the above distractions, the ship worked very hard preparing for our "shot."

The inquisitors threw some spine-chilling exercise faults at our missile system, and we emerged rather like a circus dog who had just leaped through a flaming hoop and, couldn't account for the lack of a smell of burning fur.

On March 27 we set off in the early morning with some very senior guests on board and with our fingers firmly crossed.

# 'Shoot the guy in the tin hat'



This was the climax of our D.A.S.O., Firing Day.

The count-down starts some time before you fire and merits a complete article on its own. Suffice it to say that there is an enormous and very complex organization on the Range and within the submarine to support a test firing.

Much of the first 315 minutes of the count-down had been so thoroughly rehearsed that we went through it almost mechanically.

However, at T minus 15 went stations, and it suddenly dawned on us that this was really it. Pulse rates practically doubled and we started feverishly checking and re-checking our settings and instruments.

T minus 10, from the Range. "Clear to launch."

T minus 1:30. Captain uses his Permission to Fire key. Still counting.

Minutes now become seconds, and the submarine hovers in agonizing suspense.

5-4-3-2-1; FIRE!

Missile away. Lights on the console in the control room. A message from the Range: "Launch good. First stage ignition. Nozzles look good." We had done it!

The inquisitors pronounced it

### The author



Lieut. Mike Anderson, H.M.S. Repulse, starboard crew.

a perfect firing and, unable to think of anything better, we uncorked the champagne.

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## COLLINGWOOD 'WEIGHS IN' FOR CHARITY

Navy chefs (left in picture) who baked a huge iced cake in H.M.S. Collingwood, watch the commanding officer, Capt. Philip A. Watson, "weigh in" at exactly 67lb.

Guesses at its weight had aided King George's Fund for Sailors.

### COLOURED PICTURE

Another recent Collingwood event has concerned the stained-glass window at the east end of the Chapel of St George. The window was formerly in the now demolished church of St James the Great, Stratford-upon-Avon.

The commanding officer, accompanied by Mrs. Watson, the Rev. Reg. Sweet (assistant chaplain) and Mrs. Sweet, attended a service at Holy Trinity Church, Stratford, of which St James's was daughter church. Following the service, a framed coloured photograph of the window in its new setting was presented to the churchwardens.

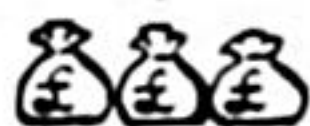
Mr. Sweet had learnt that the people of St James's were concerned at the fate of their east window, and they generously gave it to the Collingwood.







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'Clubman'  
for 30s

# Sum of a sea cook

WHAT'S HE WORTH  
(AND TIFFIES,  
SEAMEN, WRITERS...)

Naval pay for years to come is likely to be based on the activities of teams now having informal discussions with sailors representing 43 different jobs in the Navy, as well as a hundred or so in the other two Services.

So, dear jack, when you hear the words Job Evaluation, don't switch over to the Top Twenty. Your "rabbits" will fade away, and pockets lighten, if the teams don't do their homework properly.

In the high and far off times — known affectionately as "the good old days" — pay levels were arrived at by the simple method of handing out as little as the employer could get away

with, basing the negotiation on supply and demand.

The Tolpuddle Martyrs changed all that, heralding a system under which trade unions have achieved varying levels of power to extract rates of pay depending as much on the "ransom" strength of strike threat as on comparative skills.

Full employment has proved a honeymoon of trade union pay extraction, but has also been an important factor in thumping down Forces recruiting to a trickle.

## Clear picture

In the campaign to restore the strength of the Armed Forces, career attractions are being emphasized in every corner the ad. man can reach, and part of the effort will now be directed to equating Service grades with civilian jobs, so that would-be recruits will have a clear picture of the likely monetary rewards, and Service men will be able to assess exactly where they stand.

The studies now taking place are by teams composed of serving officers and ratings trained in job evaluation, each team being accompanied by an official of



the Prices and Incomes Board. Separate sections will deal with officers and ratings.

In the Navy, interviews will be taking place at Leading Hand level (and Corporal, R.M.) for ease of comparison with industrial grades, but there will also be investigation in a wide variety of petty officer and chief petty officer grades among artificers and mechanics, both on General Service and in the Fleet Air Arm.

There will also be a job evaluation study into the level of submarine pay.

Interviews are on a tri-Service basis where the job is applicable to the three Services, and in other cases only one or two Services are involved.

In all cases the teams have the same plan to work on. This breaks down the job into seven

different factors dealing with all the skills, responsibilities, training and hazards.

Team reports are assessed by a judging panel consisting of a senior naval captain, army colonel, and air force group captain, chaired by a managing consultant. The eventual aim will be to bracket jobs with civilian grades getting the same number of marks.

## Into industry

When all the Service jobs have been completed, the teams will go into industry in order to undertake similar interviews with men doing jobs broadly similar in work content to Service jobs (e.g., driver, cook, radio fitter), and these jobs will also be assessed by the Judging Panel using the same marking plan as was used for the Services.



## The disrating of St Barbara

O, Gunners of the world unite  
Deplore the recent news  
That Barbara ne'er was flesh and blood  
But merely someone's muse.  
O shame that one so fair and sweet  
Who gave us inspiration  
Should now be found by Holy Rome  
To be imagination...

The deepest pain is surely felt  
At the end of Stanley Road  
Where gleaming cannons greet the sight  
And gaitered giants strode.  
Imagine their complete collapse  
The pain felt to the full  
To find their fair protectress gone  
Dismissed by Papal Bull.

(Contributed by H.M.S. Verulam)



## D-DAY MEMORIES FOR THE ROYAL NAVY

Conditions on the Normandy coast were vastly different for Admiral Sir David Luce when he visited Ouistreham on June 6 this year to those when, 25 years earlier, as a commander, he controlled from ashore the movements of many hundreds of British craft which took part in the D-Day landings.

Various ceremonies were held in the area to commemorate the landings, the Royal Navy being officially represented by the frigate H.M.S. Wakeful, two R.N.R. coastal minesweepers, the Solent and the Thames, and detachments of Royal Marines.

The main British Commemoration ceremony was at Ouistreham on June 6, when a drum-head service was followed by a march past of British troops and a fly-past of aircraft. Other ceremonies took place on June 5 and 7.

H.M.S. Wakeful was berthed at Caen, providing a party of 30 sailors for the march past at Ouistreham. H.M.S. Solent and H.M.S. Thames were berthed there. Embarked in the 'sweepers' were parties of Royal Navy and Royal Naval Reserve veterans.

Also taking part was the Royal Marine Band, Plymouth, and a detachment of Royal Marines from H.M.S. Blake, together with 25 R.M. reservists from all over the United Kingdom.

Four Sea Vixens from 893 Naval Air Squadron flew over the Dorset Regiment memorial at Arromanches on June 6.

Other individual Royal Navy representatives at Ouistreham were Vice-Admiral Sir Ian Hogg, Vice-Chief of the Defence Staff, who served in H.M.S. Mauritius which was part of the bombardment force; Rear-Admiral Edward Gueritz, the Admiral President of the Royal Naval College, Greenwich; and General Sir Campbell R. Hardy, R.M., formerly Com-

mandant General, Royal Marines.

Admiral Gueritz, who was the Principal Beach Master, Assault Force "S," was wounded during the landings.

General Hardy was a lieutenant-colonel in command of 46 Commando, R.M., during

the invasion.

A total of 6,483 allied vessels were involved in the operation, of which 4,407, including three battleships, 16 cruisers, 58 destroyers, two monitors, 246 minesweepers and 2,421 landing craft, were British.

Five Royal Marine Commandos took part in the assault, while the Naval Air Arm contributed seven squadrons of aircraft, mainly Seafires.



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## A 'TWO-TON' LINE UP AT TAMAR



## Their friendship is cemented

The sight of a helicopter — flying into a village of the — amazed local inhabitants — and made a few sailors take another look.

It happened when H.M.S. Cleopatra spent four days giving a "facelift" to the village of Kau Sai.

One big task was the concreting of an area 28 x 14 yards for drying fishing nets, and for this the ship received advice and equipment from 68 Gurkha Independent Field Squadron.

H.M.S. Tamar provided swings, seesaw and garden seats, which were set up for the children's playground and which the eager youngsters were keen to use.

The temple front was scrubbed and the ship's amateur artists undertook the exacting task of repainting the intricate designs and figures which are a feature of Eastern temples.

Work took place on stripping down and servicing the village

generator, and other tasks included repairing broken windows and school equipment. Villagers' cuts and bruises and minor ailments were treated by the ship's leading medical assistant.

Mealtimes were hectic, with milling children everywhere. Each evening the ship was floodlit and one evening, by way of relaxation for the Cleopatra, a barbecue was held in a sandy cove, to the accompaniment of music from the ship's "strolling players."

Next day the village children were entertained to a party on board.

A visit was paid to the village by the Commodore Hong Kong (Commodore P. R. C. Higham) and he presented a new bellrope for the school. The Cleopatra's commanding officer (Cdr. R. A.

Stephens) presented the head man with a ship's crest, mounted photograph and pennant.

The village reciprocated with a banner inscribed "For the help which you gave us like brothers."

Village elders and district officers were entertained on board.

### Rescuer



While serving in Hong Kong, LS Clive Morgan (above) helped rescue a 19-year-old Chinese girl found floating in the harbour.

LS Morgan, a seaman gunner, was on main gate duty at the time, and took part in the rescue with AB Wong Charne, a Chinese serving with the Royal Navy.

After the girl was pulled from the water the "kiss of life" was applied and she started breathing properly.

The service of these three officers and four CPOs of H.M.S. Tamar, the base ship at Hong Kong, totals more than 200 years.

All began their service as "boys" or the equivalent.

From left to right:

Lieut. Fred Brading, base gunnery officer, who saw war service in the Far East and was also in convoys.

His chief gunner's mate, CPO Robert Gibson, who was in the cruiser Argonaut at the chase of the Italian fleet at Sirte and also served in the aircraft carrier Emir.

The "buffer," CPO "Spiro" Collar, well known in diving circles, who was commended for work on a jammed rudder in H.M.S. Victorious in 1960 and more recently assisted in recovering parts of crashed airliners.

Lieut.-Cdr. Joe Franks, who in 1944 was Admiral Sir Bertram Ramsay's yeoman during the Normandy landings and crossed the Channel with King George VI, Sir Winston Churchill and General Eisenhower.

CRS James Edge, who saw war service in the Far East, including the bombardments of Penang and the Nicobar Islands in H.M.S. Cumberland.

Chief Writer Leslie Heller, who was in the Far East at the end of the war, having joined H.M.S. Ceylon in Trincomalee.

Lieut.-Cdr. Ronnie Palastre, the berthing officer, who was awarded the M.B.E. in the New Year Honours, and is an old Tamar, having gone to Hong Kong in H.M.S. Anson immediately after liberation.

Also serving in H.M.S. Tamar but not present when the picture was taken is Lieut.-Cdr. Peter George, the Chinese divisional officer, whose contribution would bring the total service to 233 years.

## Wins Queen's Sword

The last Commander-in-Chief, Plymouth, Vice-Admiral Sir Charles Mills, presents the Queen's sword to Lieut. John H. Dunt at ceremonial divisions at the Royal Naval Engineering College, Manadon.

The award is made annually to the officer of the engineering specialization who, on completion of the degree and application courses, achieves the best result in leadership and work.

Lieut. Dunt, who holds a B.Sc. degree, is at present on a course at H.M.S. Collingwood.



## Blood 'boost' by Diamond

H.M.S. Diamond, which arrived at her home port, Chatham, on June 26, had a varied programme on her journey home.

The Daring class destroyer left Singapore on April 15, spending three days at Colombo. The British High Commissioner to Ceylon and Ambassador to the Maldives, Mr. A. Mackintosh, embarked for the journey to the islands.

He left the ship at Gan to fly back to Colombo.

The ship's next port of call was to Mauritius for a three-day visit. During the stay many of the ship's company donated blood to local hospitals — the largest amount ever given by a visiting ship.

### BEIRA PATROL

From Mauritius the Diamond went on Beira patrol again — she had done the same on her

way out to the Far East.

The "Beira Bucket" contests helped to while away a little of the boredom of the patrol. The Beira trophy is vigorously competed for by patrol ships, and embraces such events as tug-of-war, deck hockey, deck tennis, shooting and even kite-flying.

As well as those outdoor pursuits, the ship competed successfully in the "Brain of Beira" quizzes, which are relayed between two ships. The team of three had a 100 per cent. record after five such quizzes.

While on patrol the Diamond made, perhaps, the largest "catch" off that part of the coast — a 21-foot canoe made of a complete log of wood. Inside was a harpoon, evidently used for fishing. It had not been claimed when the ship finished her patrol.

H.M.S. Diamond, commanded by Cdr. A. Mancais, called at Simonstown before making for the United Kingdom.

The guided missile destroyer H.M.S. London, flagship of the Far East fleet, arrived at Yokohama, Japan, in June on a five-day goodwill visit.

## 1,000 landings marked



A small celebration was held in H.M.S. Bulwark off Malta to mark the 1,000th deck landing since the ship became operational in March, 1969, after completing her refit at Portsmouth.

The landing was made by a Wessex V helicopter of 845 Squadron. Pilot was Lieut. D. R. Sutcliffe and aircrewman PO D. C. Wilcox. The captain (Capt. J. A. Templeton-Cotill) also took part in the flight.

A cake baked by the ship's cooks and decorated with the squadron's colours was presented by the captain to Lieut. Sutcliffe.

### CAR TESTS: NEW ORDER

An important amendment to the regulations regarding vehicle testing which came into force on May 1, has particular application to men returning from abroad with their cars.

The new order requires that cars which have been used on roads in Great Britain and elsewhere before being registered in this country, must have valid certificates.

Certain imported vehicles which will now need test certificates are exempted from the need to hold a certificate while being driven from their place of arrival in Great Britain to the residence of the driver or owner.

The Combined Services chess championship will take place at R.A.F. Newton from October 26-31. Interested players should contact PO SA A. E. Pritchard, Main Stores Office, R.N. Air Station, Brawdy, Haverfordwest, Pemb., S. Wales, for further details.

Happy landings: The pair who registered the Bulwark's "1,000" — Lieut. D. R. Sutcliffe and P.O. D. C. Wilcox.

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## In memoriam

Robert G. Donaldson, PO Ck. D/MX.890735. R.N.H. Haslar. May 16.  
Robert W. Middleton, Cpl. RM. 20410. I.T.C.R.M. May 17.  
Aneuryn B. Hughes, AB. D/O88936. H.M.S. Bulwark. May 21.  
Stephen R. Roberts, Mnc. RM.25895. 45 Cdo, RM. May 18.  
Kevin Summerfield, AB. P/O74455. H.M.S. Neptune. May 21.  
David Claridge, LRO. P/O72453. R.N.H. Haslar. May 21.  
Terence J. See, OS. D/O98936. H.M.S. Mohawk. May 23.  
Carol D. Howe (nee Gentry), Wrem. 123449. R.N.H. Plymouth. June 1.  
Gerald White, Art. App. L/O92093. H.M.S. Fulmar. June 3.  
Lieut. Ronald J. Badenhorst, H.M.S. Hermes. June 5.  
Lieut. Roger S. Cox, H.M.S. Hermes. June 5.  
A/Sub-Lieut. Gerald A. J. Dixon. H.M.S. Vernon. June 9.  
A/Sub-Lieut. John G. L. Spill. H.M.S. Vernon. June 13.  
Donald E. King, CPO Std. P/LX.894258. H.M.S. Hampshire. June 13.

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Clarke's case is not helped by Nigel Tetley's cruel disappointment so near the finishing line in the single-handed round-the-world race. Tetley's tri Victress, which the author says he sold to the yachtman in 1963, went to pieces and sank.

Yet there will be few sailing folk who will put down Clarke's book without at least a longing to try one of these unusual craft.

"For me," he says, "the glorious lightness, spectacular acceleration, wide decks, light and airy interior, safe beam, shallow draught, complete absence of roll or heel, the sheer

exhilarating joy of sailing a trimaran."

For everybody else, too, who has ever punched against short seas and sluicing tide.

## 'COMPROMISES'

However, even an enthusiast like Clarke concedes to "many compromises" and proceeds to deal with his subject in fascinating detail, giving advice based on wide experience to anyone who would like to buy or build a tri.

They must represent a fairly small section of the thousands who spend their leisure on the waves, because of mooring and

## NEW ON THE BOOKSHELF

handling problems in the congestion of popular waterways, but curiosity will encourage the picking up of this volume, and its style will hold the reader to the finish.

Besides dealing with sailing, mooring, berthing, launching, etc., "Trimarans" gives plans, photographs, prices, and details of all kinds for the would-be owner.

## Tides guidance for yachtsmen

Few areas around our coasts are immune from comment about "tricky" tides. Whether the English Channel actually heads the list may be debatable, but there is no doubt that its popularity must have "topped the league" for the number of boat-owners who have suddenly wished that they had more knowledge, or more experience (probably both).

"English Channel Tides," by Lieut.-Cdr. M. J. Rantzen (Adlard Coles, Ltd., 36s.), while emphasizing more than once that the volume is no substitute for

Admiralty charts, tide tables or other official publications, does nevertheless provide additional guidance which the yachtman will find most helpful.

Near some Channel ports and anchorages, the very sight of some of the official charts and tables is apt to be most daunting, but a prior study of the appropriate part of this new book should give confidence — and that means safety, too.

## WARNING

The author has to warn his readers that navigation from his sketches alone should not be attempted, but the pleasure sailor will be grateful for this kind of pictorial help in emphasizing what he must study in his charts for any particular point.

The author, who is well known to readers of the yachting press, has been Hon. Navigation Instructor to the Little Ship Club since 1945.

## Gold bars in sea wreck

For over 150 years Blackwood's Magazine has been providing first class stories of adventure in issue after issue, and some of these have been collated in Hidden Treasure Tales from "Blackwood" (Blackwoods, 21s.).

"Wealth beyond the dreams of

## W. INDIES VISIT

The First Sea Lord, Admiral Sir Michael Le Fanu, visited the Senior Naval Officer, West Indies (Commodore M. N. Lucey) and the ships under his command at the end of June.

His programme took him to Bermuda, the Bahamas, Barbados, Antigua, Montserrat and St. Lucia.

## Long service to housing society

A presentation was made to Mr. F. C. Rea, solicitor to the Victory Housing Society, Portsmouth, since its inception in 1933, to mark his long service to the society.

Apart from the war years, when he was on active service, the society has continuously had the benefit of Mr. Rea's professional advice and wise counsel.

The presentation was made on behalf of the society's Management Committee by Commodore E. W. Ellis at a small reception at Anchor Gate House in June.

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## APPOINTMENTS

### Knighthoods for vice-admirals

A former Flag Officer Submarines and the present holder of the appointment were both knighted in the Birthday Honours List. They are Vice-Admiral Ian L. M. McGeoch, who was Flag Officer Submarines from 1965-67 and is now Flag Officer Scotland and Northern Ireland, and the present Flag Officer Submarines, Vice-Admiral Michael P. Pollock.

A third Vice-Admiral to be knighted is Vice-Admiral William D. O'Brien, the present Commander Far East Fleet, who is being relieved September next.

Appointments recently announced include the following:

Capt. D. Jermain, Commodore Superintendent Contract Built Ships, October 13. (Granted rank of Commodore w.h.t.a.)

Capt. M. J. Butten, Ganges in command, November 27.

Capt. T. H. E. Baird, Lochinvar in command and as Capt. M. C. M. and Capt. Fishery Protection, June 16.

Capt. G. A. F. Bower, Ashanti, July 14, and in command, d.t.b.r.

Capt. D. D. N. Long, Terror as Chief Staff Officer (Technical) on staff of Commander, Far East Fleet, November 7.

Cdr. N. Bearne, Bacchante June 2, and in command on commissioning for trial and service.

Cdr. M. J. Baker, Hydra in command, August 26.

Cdr. M. T. Prest, Londonderry in command, December 1.

Cdr. R. A. G. Nesbitt, Drake as Officer in Charge, Hydrographic School, August 23.

Cdr. J. Paton, Vidal in command, July 31.

Cdr. B. R. Outhwaite, Excellent as Cdr (G), September 22.

Cdr. D. Monsell, Ark Royal as Cdr (Air), December 1.

Cdr. F. D. Stanley, Hermes as Cdr (Air), July 3.

Cdr. D. E. Macey, Dartmouth as Executive Officer, December 22.

Cdr. J. A. Coleman, Pembroke as Executive Officer, October 31.

Cdr. W. R. J. Mylne, Heron as Executive Officer, December 19.

Cdr. J. A. D. Ford, Heron, October 22 and as Vdr (Air), November 7.

Lieut.-Cdr. M. D. Sizeland, Opportune in command, October 15.

Lieut.-Cdr. N. St. J. Morley-Hall, Kellington June 4 and in command.

Lieut.-Cdr. T. J. Fuller, Punchestown in command September 2 and in command.

Lieut.-Cdr. K. Gamson, Warsash in command, December 19.

Lieut.-Cdr. I. A. Robinson, Kirkliston in command, September 29.

Lieut. L. J. Glasson, Murray in command, July 2.

Lieut. J. S. Chestnutt, Brave Swordsman August 11 and in command.

Lieut. F. J. Bloom, Dittisham in command, June 2.

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Lieut.-Col. (Loc. Col) F. C. E. Bye, I.T.C.R.M. October 20.

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GOSPORT 82392

## Her (Re)claim to fame

Ships were dressed overall on June 2 when H.M.S. Reclaim "came of age." But, it should be added, it was an indirect honour — it was the occasion of the 16th

anniversary of the Queen's Coronation.

The 21st birthday of the ship, the deep diving and trials ship, was marked by a cocktail party and evening celebration. The guests included 14 ex-captains and 16 first lieutenants.

Lieut.-Cdr. J. Gratton, the present commanding officer, said he hoped Reclaim would equal, if not beat, the record of 30 years continuous service of H.M.S. Plover, the minelayer.

The ship left Portsmouth for a visit to Copenhagen on June 6 and will spend the rest of the summer off the north west coast of Scotland.

Representatives of the ship took a specially prepared cake to Queen Alexandra's Hospital, Cosham, for the sick children there.

### EX- 'BLAKE' CADETS MEET

Of the 50 cadets who formed "Blake" term of the Britannia Royal Naval College, Dartmouth, in 1933, about 25 survive. Of these, about 20 had a reunion on May 30 in H.M.S. Blake, commanded by Capt. R. F. Plugge, a member of that "Blake" term.

Among those who attended the reunion were Rear-Admiral J. C. Y. Roxburgh, until recently the Flag Officer Sea Training, and now the first-ever Flag Officer, Plymouth, and the Marquess of Milford Haven, who served as a lieutenant.

H.M.S. Minerva returned to Portsmouth at the end of June after four months in the West Indies. She was the Royal Navy ship most closely involved, and for the longest time, in the landings in Anguilla by British forces in March.

## Thinking of the quiet life now? Think again.

If you are leaving the service shortly and are apprehensive about the future, you will find this very interesting. We are looking for married men with sociable personalities to become managers of Charrington pubs.

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N.N.



# NEW BRANCH STRUCTURES FOR THE FLEET AIR ARM

It is only right that the Navy's manpower planning techniques should keep pace with the technical developments in ships and aircraft. Not only must men of the right experience and skill be made available at the right place and time, but the men themselves must be given the satisfaction of doing a job well and being suitably rewarded for their efforts.

That means pay; which is in the hands of the Government, and advancement, which is controlled by the Naval Manpower Department in the Ministry of Defence.

Of course, the latter have not got a free hand to advance everybody, but must work within the numbers approved by Parliament. These numbers — the Authorized Numbers — must not be exceeded.

Everyone knows of branches in which to become a chief petty officer has meant a long dreary crawl up the roster, and these structures have been critically examined to see what lessons can be learned from them.

## First lesson

The first lesson is that to achieve the advancement target, each branch structure must be balanced; that is the right number of men must enter and leave each rate from bottom to top of the structure to maintain the correct ratio between the various rates.

Simple to state, not easy to achieve.

The second lesson is that the

branch must not be too small. Take, for example, a branch of specialists only 100 strong. Using statistical methods, it can be shown that the branch would need an entry of about ten men per year.

Because men leave the Service each year for a variety of reasons, only one of the ten can be expected to be serving at 15 years. At this stage, he might well have become a CPO.

Now if he crashes his super-de-luxe, super charged hot rod special, in effect one whole year's entry is wiped out.

In Ministry of Defence parlance, wastage is 100 per cent.

To get back to the authorized number of CPOs in our small branch, a more junior man must be advanced. Good luck to him, some will say.

But what happens if, instead of the statistical one man, three good men live abstemious, right-

GO WITH THE GET-AHEAD CROWD  
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FOR NEW OPPORTUNITY



teous and safe lives, and decide to sign on to enter their 15th year?

Until they have been advanced, every man below them will have to mark time and their advancement will be delayed by up to two years.

Let the same thing happen the next year, and advancement is blocked, so that the keen and competent junior men become more and more frustrated — and leave the Service at their first opportunity.

## Wide fluctuations

In a big branch with a balanced structure, such difficulties will not arise, because the branch is big enough to absorb small variations in the number of men re-engaging or being discharged.

In a small branch, however, a difference of one or two men re-engaging or leaving will always cause the wide fluctuations in career prospects which are so unfair to those who suffer.

Small branches, then, are out. The Fleet Air Arm has taken the opportunity presented by the phasing out of fixed-wing flying, to re-examine all its branches.

Details of the changes expected to be implemented in 1972/73 are given in a recently-issued D.C.I. As can be expected at this stage, changes are limited to those branches which will be too small to be viable.

Over the next three years or so, the F.A.A. will have enough to absorb in contracting to about half its present size, and in re-training men for their future role with rotary wing aircraft.

## Technical Branches

Although smaller than now, the Artificer and Mechanic branches will continue very much as at present, apart from the Air Ordnance Branch whose work, as stated in DCI 1420/68, will be absorbed largely by the Air Electrical Branch.

However, the redundancy programme is being planned to leave the structures balanced so that advancement will follow the target pattern.

The long wait to become a chief air fitter, for example, will then be a thing of the past.

## Non-technical Branches

The Naval Airman (Aircraft Handler) branch will absorb the non-technical air ordnance work

## Welcome change

The sun and routine of Beira patrol made a welcome change for H.M.S. Juno when she joined the Far East Fleet following the three-month special squadron visit to South America.

During this visit the Juno steamed 20,000 miles and visited five capital cities.

After three years or so service as naval airmen, after undergoing final selection, they will be given a leading hand's course in their chosen specialization. From then on, their careers will be entirely within their new specialization.

Of course, naval airmen not wishing or not being selected to specialize, will continue up the naval airman family tree.

## Safety Equipment

It will be noted that from about 1973 onwards, the lowest rate of the Phot and Met specializations will be leading hand. As many of their jobs will be in ships where they are the sole representative of their branch, this is thought to be equitable.

The solution to the Safety Equipment problem is similar, although the background is different. The technical aspects of SE have for some time been the responsibility of the Air Engineering Department, and in single aircraft flights, limited SE work has been carried out by Aircraft Maintenance ratings.

The future Safety Equipment specialist will therefore join and serve as a naval air mechanic (AE). Having passed his PPE for leading air mechanic (AE), he may volunteer and/or be selected to specialize in Safety Equipment.

## Appropriate course

If accepted, he will take an appropriate course at leading hand's level, and from then on his career will be as an SE specialist. Here again, the lowest level of the SE specialist found in the Fleet will be leading hand.

Without going into the detailed and statistical methods to be used, it can be stated that by controlling the number of leading hands entering these branches each year, and by adjustment of authorized numbers within specified limits, the careers of men entering the Phot, Met, and SE specializations will be kept in line with men in larger and properly balanced branches.

The opportunities for promotion to commissioned rank will be retained.

## The Wrens

The W.R.N.S. Air and Radio Electrical Mechanic branches will continue, virtually unchanged.

W.R.N.S. (Met) will also continue to serve in a branch structure very similar to the present one. They will join the branch in the Able rate and their training and jobs will be brought into line with the men at leading hand's level.

There is a new opportunity for Wrens in the Photographic branch. Because there is expected to be a temporary shortage of male photographers, a number of W.R.N.S. air mechanic ratings will be trained for limited photographic duties. Details are given in DCI 613/69.

## The Future

These, then, are the changes to be brought about in the F.A.A. in the next few years. However, the rate of technological change is ever increasing and the training and employment of men must evolve in step to meet each new challenge.

Looking further into the future, many problems must be considered. For example, do we need to continue separate Air Electrical and Air Radio branches? In a complex system like, say, the Flight Control system, should not training and employment be on system rather than trade lines?

Could we not make better use of manpower by integrating F.A.A. and GS skills more closely?

All these problems, and many more, are being investigated, but manpower planning is essentially a long-term project. A great deal of thought and experience goes into all aspects of manpower development so that the Royal Navy man will continue to be master of his trade, and, in return, will be suitably rewarded.

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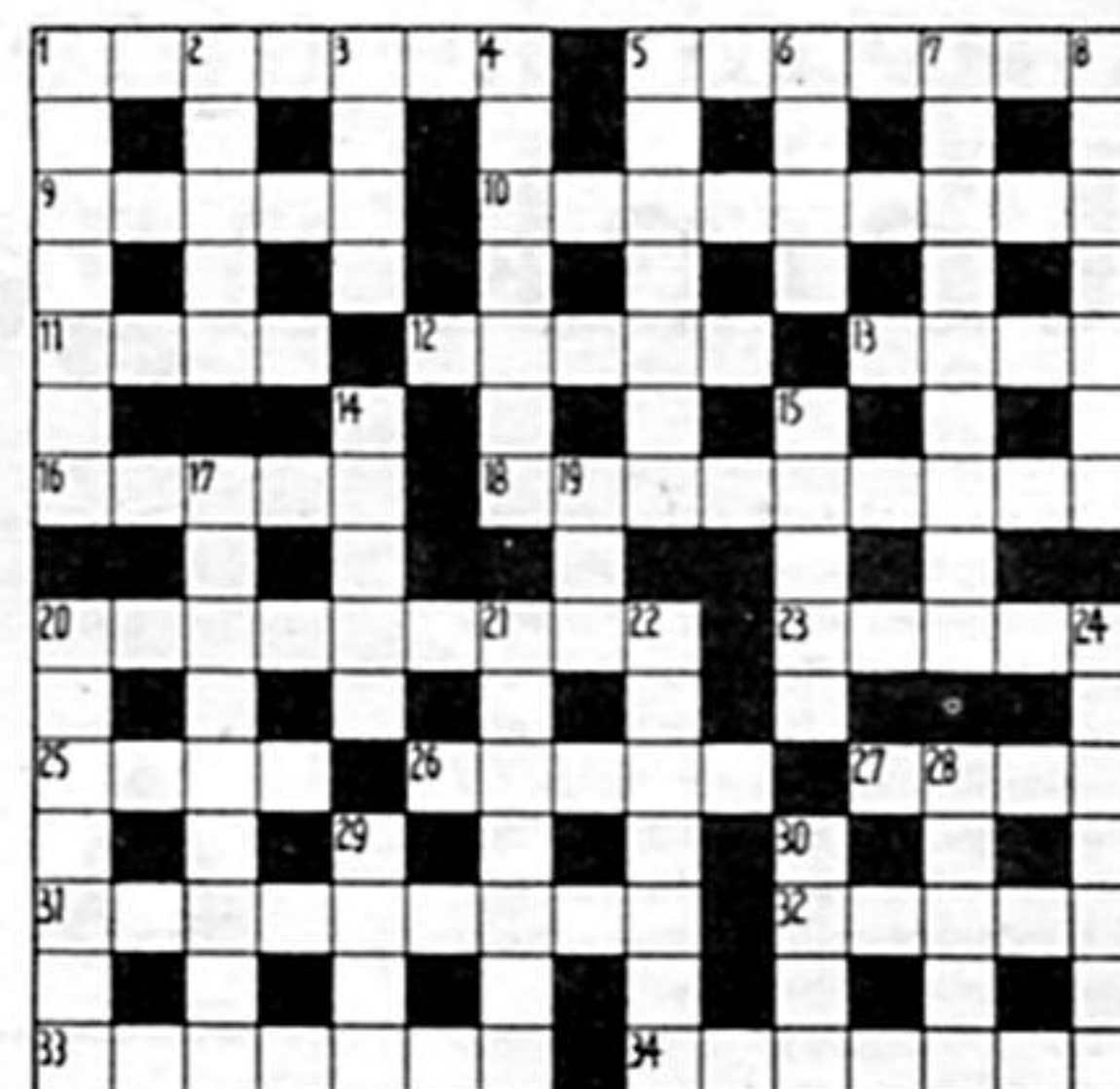
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## WIN £20 Crossword 5

### ACROSS

Below is the fifth of the new series of Navy News crosswords. Entries close on July 31 and should be addressed to Crossword No. 5, Navy News, Royal Naval Barracks, Portsmouth. The sender of the first correct solution opened will receive National Savings gift tokens.

No correct solution was received to Crossword No. 4. This month's prize will be £20.



Name .....

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1. Does even a dish like this show irritation? (7)
5. Roman ones are highly coloured (7)
9. May care after this, very reckless (5)
10. The ladies put the accent on the first four letters (9)
11. Wait for this (4)
12. Take them, they're a challenge (5)
13. Linked with the yellow (4)
16. It provides a white comparison (5)
18. Adjacent to cleanliness (9)
20. Flannelled fool? (9)
23. You, you and you, parcelled up, to a doctor (5)
25. That's certain (4)
26. Fire at someone off his guard (5)
27. Learned work? (4)
31. You can hear a lot of foolish remarks out of it! (9)
32. The big fight's over! (5)
33. White for the Navy (7)
34. What you get out of it (7).

### DOWN

1. Loves a little (7)
2. Smith's working on it now (5)
3. They're not so good (4)
4. Little duck has a couple of letters going around! (7)
5. Put up the hours and minutes maybe (7)
6. Near-poetic (4)
7. You need it with a monster in it! (9)
8. Those Beverleys (7)
14. Warming up routine (5)
15. Walk oddly and chop up the steak (5)
17. Marge tins (Anag.) (9)
19. It has to be worked to show a profit (3)
20. Spotted the soap (7)
21. Once in, they pay to stay in (7)
22. If you are you've had enough! (7)
24. Think the worst (7)
28. City of violets (5)
29. That French creature! (4)
30. Blemish, but could be tops (4).

## SOLUTION TO CROSSWORD 4

Across: 1, Straightforward; 8, Cathedral; 9, Etch; 11, Tabs; 17, Narrate; 18, paletot; 19, Ash; 20, Ttailer; 21, Assures; 22, Ems; 23, Ruinous; 24, Inertia; 25, Lane; 30, Scot; 31, Apologize; 32, Mephistophelian.

Down: 1, Supernaturalism; 2, Arch; 3, Goth; 4, Teem; 5, Oars; 6, Wilt; 7, Dissatisfaction; 10, carnation; 12, Antarctic; 13, Balloon; 14, Nearest; 15, Aphasia; 16, Plaster; 26, Each; 27, Tops; 28, Polo; 29, Rich; 30, Sell.



# Broke swim 'barrier'

The Navy butterfly record holder and champion, LEM(A) Dave Wilson, who devotes all his spare time training in H.M.S. Heron's attractive swimming pool, has become the first Navy man to break the five-minute "barrier" for the 440 yards free style event.

On June 6, at the R.N. School of Physical Training pool, during the final time trials of the R.N.A.S.A. swimming proficiency course, Wilson clocked 4min. 56.4sec., beating the previous record by 6.4 seconds.

The previous record was set up by CPO Paddy ("The Fish") Hayes, who is coaching Wilson. Paddy says: "Dave is one of the few dedicated swimmers in the Navy today. He is an example of what can be done by hard work and devotion to the sport he loves."

Wilson trains twice a day, six days a week, and covers a distance of 5,000 metres a day. As well as swimming training, he also plays water polo for Yeovil Swimming Club.

#### HIS AIM

Wilson's aim is to have a go at the 220 yards free style, the 880 yards free style and the 4 x 2 individual Navy swimming records. Both he and Paddy are confident that these records will be broken within the next two months.

Wilson — previously the Inter-Services back stroke champion — swam the butterfly last year, gaining the distinction of becoming the first sailor to swim 100 yards under 60sec., using this stroke.

The senior Navy coach, CPO Ken Ogden, says, "this inspiring performer can choose any of the permitted Inter-Services individual titles this year, and be sure of collecting the golds."

Two other swimmers who have achieved successes recently are L.Wren Patricia Critten and LRO Wally Parsons, both of Submarine Command.

L.Wren Critten, serving in H.M.S. Neptune, swam her fastest race ever when she broke the record for the 100 yards breast-stroke in 1min. 25.6sec., bettering her old Navy record by 6.1sec.

LRO Parsons, of H.M.S. Walrus, also swam the 100 yards breast-stroke, which has only this year been re-introduced into swimming galas under A.S.A. laws, since it was dropped as an event in the 1950s.

The old Navy record, which was set in 1950 in a time of 46.5sec., was, in fact, established by a competitor swimming the butterfly stroke, which is now classed as a separate event.

Parsons swam the 100 yards in a time of 70.5sec., and this has been forwarded for ratification.

#### HARD WORK

A Royal Navy water polo "train in" was held at the R.N. School of P.T. last month, involving eight hours of hard work. Fifteen players received instruction from Navy coach, Ken Ogden, who was assisted by Navy trainer, Cpl. George Chambers.

The culminating match was R.N. versus Southampton S.C., resulting in a win for the Navy by 15 goals to 7.

There are now 24 good standard water polo players short-listed for the Navy team, of which 11 will form the squad to travel to Berlin to participate in the International Club tournament on November 1 and 2.

The 1969 Inter-Command golf match play tournament, held at Revose, was won for the fourth year in succession by the Naval Air Command team. Plymouth Command was second, Portsmouth

## PUPIL AND COACH



LEM(A) Dave Wilson (left), recording-breaking swimmer, with his coach, CPO Paddy Hayes.

## AIR COMMAND WIN AT GOLF

Command third and the Royal Marines fourth.

The deciding match on the last day, between Air Command and Plymouth Command, resulted in a win for the former by eight matches to four.

The following played for the Air Command team: CPO J. Lawrence, NA G. Nixon, CPO L. Pollard, Lieut.-Cdr. R. McLean, PO R. Page, CPO G. Stratton, Lieut. K. Medland, CPO Goodchild and CPO J. Dean.

For Plymouth Command: Lieut. D. Keith-Welsh, R.M., Lieut. G. Martindale, Lieut. W. G. Morrison, Lieut. P. Du Vivier, Lieut.-Cdr. R. Worledge, Surg.-Lieut.-Cdr. M. Swann, Surg.-Lieut. Cdr. D. Holmes, MAA J. Somerville, Cdr. R. Hitchen and Lieut. R. White.

Speaking at the prize-giving, Vice-Admiral Sir Charles Mills, president of the Royal Naval Golfing Society, drew attention to the requirement for better links between the Command golfing societies and the Royal Naval Golfing Society.

With the increase in popularity of the sport, and the larger numbers of Royal Navy personnel based in the British Isles, it has been felt for some time that the R.N. Golfing Society required a change in its image.

Sir Charles said that the R.N.G.S. is to expand its activities in 1970, particularly as far as the Sunningdale meeting is concerned, and in addition the society intends

## New rugby captain

The United Services (Portsmouth) captain for next season is Inst.-Lieut. Gareth Jones, a regular member of the Royal Navy XV, who, at the annual meeting on June 12, said he expected 100 per cent. effort from the squad.

Training started on June 30. Saying that "Winning is the most important thing," the new captain added, "To win we need to get fit, and we will be fit long before the start."

A special match — Services versus an Invitation XV — organized by Mr. Dudley Kemp (president-elect of the Rugby Football Union) will take place on October 1 to mark the official opening of the new United Services Sports Club building.

## SHOOTING CUPS LEAVE LEE

Both the rifle and pistol cups of the RNRA 0.22 knock-out competition have left Lee-on-Solent after two years in H.M.S. Daedalus's trophy case — the pistol cup for only the second time since the competition started in 1963.

H.M.S. Collingwood won the rifle competition for the second time after a close shoulder-to-shoulder match with H.M.S. Excellent on Havant Rifle Club's range. This was Collingwood's third victory over Excellent in four meetings in this competition.

In the pistol competition, H.M.S. Caledonia won the cup on their first appearance in the final, and H.M.S. Daedalus lost their second match in seven years.

#### SCORES

Rifle: Collingwood — REA Metcalfe, 195; CEA (O) Sorfleet, 191; Lieut. Evans, 193; LCEM Magennis, 193. Total 772. Excellent — Capt. Looker, 194; MAA Garrett, 188; CPO Aylett, 194; Inst.-Lieut.-Cdr. Branwood, 193. Total 769.

Pistol: Caledonia — Lieut. Chew, 179; CPO Healey, 169; Surg.-Lieut.-Cdr. (D) Butters, 166; CEA (O) White, 166. Total 680. Daedalus — A Mech Culham, 190; POEJ Ryder, 173; EA (Air) Gamblin, 155; REA (Air) Shaw, 153. Total 671.

## Keen cricket in Navy games

The record books will show the Royal Navy Cricket Club as having played three, lost two and won one in June, 1969, but what they cannot show is that all the matches were intensely interesting and first-class contests (writes Smither).

On June 4 the Navy lost to Civil Service at Chiswick by six wickets — R.N. 122 (Gretton 36, Lucas 21 n.o., Smith 16; Gulliver 6—26) in 54 overs; Civil Service 124 for four in 48 overs.

Only Mike Gretton showed any signs of settling in, playing with assurance the opening bowlers, one of whom, Alec Johnson, of Notts, is particularly fast.

The Navy pace attack of Healey and Lane soon had Civil Service struggling and each took an early wicket. When the fourth wicket fell at 55 to a superb catch by wicket-keeper Lieut. Richard Persse, the Navy were still in with a chance.

But some of the accuracy seemed to go out of the Navy bowling, and the fielding lapsed a little, allowing Civil Service to coast home.

In the two-day match against Oxford University Authentics, the University second XI, at Oxford on June 9 and 10, Authentics won by five wickets.

Scores: R.N. 206 for nine dec. (Moylan-Jones 58, Lane 50, Healey 29 n.o., Oakley 18) and 123 (Moylan-Jones 41, Tordoff 23, Leigh 19). Authentics 189 for nine dec. (Morgan 61, Sinker 51; Healey 5—63) and 142 for five (Healey 4—47).

#### COMMANDING

Batting first, four Navy batsmen were back in the pavilion for 47 runs, but when Lieut. Roger Moylan-Jones was joined by Inst.-Lieut. John Lucas, both from H.M.S. Ganges, the batting took on a slow but commanding air.

Moylan-Jones's 50 came in 77 minutes and he was out for 58.

At 105 for six, Lieut. Gavin Lane turned the whole innings, and in 33 minutes he scored 50 of the 57 added while he was at the wicket, hitting four sixes and three fours.

Helped by two good slip catches by Greg Besomo and Tony Ellis, the Navy bowlers had Authentics struggling at 72 for six, but then they were let off the hook, and the next pair put on 109 for the seventh wicket.

Only Healey, five for 63 in 20 overs, made much impression on the University batsmen.

In the second innings all the young Navy batsmen failed again and it was left to Cdr. Gerry Tordoff, 23, and Moylan-Jones to hold the side together. The latter scored a patient 41.

When Authentics batted it was again Healey who did most of the damage, but the pitch seemed to have lost all its venom. Healey's four wickets cost him 47 runs, and he finished with a match analysis of nine for 110.

#### THIRD WIN

The Royal Navy chalked up their third win of the season when they met Royal Artillery at Portsmouth on June 15.

Scores: R.N. 250 for five after 50 overs (Leigh 66 n.o., Robinson 64, Moylan-Jones 61, Lucas 45). Royal Artillery 121 (Smith 4—12, Booth 3—35).

Batting first, the Navy openers, Moylan-Jones and John Lucas, put on 106 in 88 minutes.

PO Robbie Robinson and Lieut. Brian Leigh came together with the score at 109 for four, and in their contrasting styles soon had the score bubbling along.

For the Navy, Lieut.-Cdr. John Smith bowled very economically and finished with 13 overs, 10 maidens, four for 12, while AA Brian Booth took three for 35 in 16 overs.

A superb stumping on the leg side by Lieut. Richard Persse, off John Lucas, and two more catches behind the wicket helped to defeat the Royal Artillery by 129 runs.

#### KNOCK-OUT

In the second round of the "Cricket" National Club Knock-out competition, U.S. (Portsmouth) continued on their winning way by defeating Aldershot Services by nine wickets on June 13.

Batting first, Aldershot plodded along for the first 20 overs at two runs an over. When they tried to open up against the change bowlers, Routledge and Scotland, wickets started to tumble.

Aldershot's inning folded for 105 runs made in 38 overs. Routledge finishing with 4 wickets for 21, while Scotland took three for 28.

With plenty of time to get the runs, Tordoff and Gretton put on 68 sparkling runs in the first 20 overs. When Gretton was out for 38, John Dunt helped Tordoff to knock off the runs needed without further loss. Tordoff completed his 50 with the winning hit.

Scores: Aldershot 105 (Routledge 4—21, Scotland 3—28). Portsmouth 107 for one (Tordoff 51 n.o., Gretton 38, Dunt 16 n.o.). U.S. Portsmouth won by nine wickets.

In the next round of the national competition—the first year—U.S. (Portsmouth) will meet either Devizes or Swindon.

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Please see Page 24



\*\*\*\*\*  
 \* Members of the winning team, from H.M.S. Caledonia, receive their trophies after the  
 \* Highland pentathlon. Left to right, Art. App. Nigel Osmond, Mr. Christopher Chataway  
 \* (chief of the games), who presented the awards, Lieut.-Cdr. Stephen Austin and Lieut.  
 \* Peter Bruce.  
 \*\*\*\*\*



## The Caledonia shoots ahead

By winning the small-bore rifle shooting and coming second in the swimming and 2,000 metre cross-country race, H.M.S. Caledonia retained the Player's Gold Leaf Highland pentathlon at Aviemore.

Besides receiving the pentathlon challenge silver tray, gold medals and souvenir tankards, special prizes of dressing table sets were awarded to the winners for their determined performance.

The prizes were presented by Mr. Christopher Chataway, who said the outstanding feature of the pentathlon had been the participation of a team of girls.

He felt the organisers had made a mistake in having them start so far down the list of cross-country runners. He was sure the men's times would have been better if the girls had been started early!

Unluckiest competitor of the entire pentathlon was Thor Tangen, of the all-Norwegian team from Heriot-Watt University. As he dived in for his swimming heat he found out, too late, that the elastic in his trunks had perished. He was obliged to retire, losing all his points — but holding up his trunks firmly.

His bad luck held up, too — before the shooting event he lost his glasses.

### Disqualified

RO George Harris, the Royal Navy heavyweight boxing champion, who lost to Alan Burton at Wembley in the A.B.A. finals, but who went to Bucharest for the European championships

## SPORTING ROUND-UP

because Burton had a nose injury, was disqualified in the third round of his bout with G. Ozbey (Turkey) for butting.

### Women's tennis

The Royal Navy women's inter-command tennis championships were dominated by Air Command, which won 20 matches, with Portsmouth in second place with 16. The Plymouth and Royal Marines team did not win a match.

Outstanding in the Air team were 2/O Jenny MacColl and 3/O Sally Skelton, both of H.M.S. Daedalus, who won their six doubles matches, and each won their two singles matches.

Only two matches out of the 36 went to three sets. In the doubles 2/O A. Harris and 3/O B. Tucker, of Air Command, beat PO Wren E. Bevan and L. Wren B. Williams, of Plymouth and Royal Marines, 3-6, 6-1, 10-8.

The other three-set match was 2/O MacColl's win over Naval Nurse S. Smith (Portsmouth), 4-6, 6-0, 6-2.

Surg.-Lieut. Jenny Newell (H.M.S. Sultan) and Naval Nursing Sister S. Bishop (R.N. Hospital, Haslar) combined well in the doubles for Portsmouth, winning five of their six doubles matches.

These two won the doubles event in the Portsmouth Command women's tennis championships.

Naval Nurse A. L. Smith (R.N. Hospital, Haslar) won the singles championship, beating 3/O B. A. Meakin (H.M.S. Victory) in the final by two straight sets. 3/O Meakin was also in the finals in the doubles, her partner being 2/O M. H. Gosse, also of Victory.

### Led all way

RS Phil Hampton, of H.M.S. Drake, followed up his success on May 17 — when he won the Isle of Wight marathon — by winning the Polytechnic marathon from Windsor to Chiswick on June 14.

## Armed 'raiders'



Seven members of the Caledonia team which fared well at Plymouth Command small arms meeting.

Following their successful "raid" on Plymouth Command small arms meeting at Trevol in 1968, H.M.S. Caledonia's sharpshooters again secured the lion's share of the individual prizes and team trophies at the 1969 event.

This year, in addition to winning six of the 11 team events and 14 individual placings, they retained the Limpus Cup, awarded to the ship or establishment team scoring most points.

Comparatively new to the shooting scene, ERA apprentices Oakley and Henig showed their potential by winning between them first place in the Tyro class for the rifle, sub-machine gun and revolver events.

## AN EXPERT AT WATER WORK

One who has played an important part in many naval sporting activities for nearly 30 years is CPO (SPTI) Reginald R. Prior, now serving in the R.N. apprentices' training establishment at Torpoint, H.M.S. Fiscard.

Reg. Prior, who was born at Southsea, joined H.M.S. Ganges in February, 1940, as a boy seaman, from Northern Parade School, Portsmouth, where he obtained his colours for soccer and swimming.

In 1946 he qualified as a physical training instructor, played soccer for H.M.S. Victory and had his first taste of competitive water polo, playing for Victory in the U.S. League.

### His forte

Prior found his forte during the physical training course — water work — and his swimming, diving, water polo teaching and coaching, plus R.L.S.S. work, have been his major love ever since. He enjoyed fencing too, especially the bayonet.

From 1947 to 1951 he continued to play soccer, water polo, hockey and fencing, being a member of the H.M.S. Excellent team which won the Palmer Trophy.

He was also appointed Royal Navy swimming and

Hampton completed the course in 2hr. 25min. 22sec. — an extremely good time in view of the intense heat. He led all the way.

The Inter-Services championship and the Southern Counties championship are run in conjunction with this race, and Hampton, of course, also won both these titles.

Two other Navy runners, POM(E) McClennaghan (H.M.S. Sultan) and SA Preston (H.M.S. Leopard) finished in 22nd and 52nd places respectively. McClennaghan was second in the Inter-Services race.

Another young Navy runner who is showing considerable

## SPORTSMAN OF THE MONTH



CPO R. R. PRIOR

water polo coach, a member of the R.N.A.S.A. committee and secretary of the R.N.A.S.A. Water Polo Referees' Association.

He did not forget his fencing, for in 1956 he won his Navy colours, was the R.N. bayonet individual champion and was runner-up in the Inter-Services individual championship at the Royal Tournament.

The period 1952 to 1956 was an interesting one. He retired from soccer and took

promise is AB 'Micky' Phillips, of H.M.S. Keppel. Running for Birchfield Harriers he completed the Halesowen 16 miles open road race, finishing in 19th place, in a time of 86min. 48sec.

### Well named

Names given to eight Fireball dinghies launched by Mrs. M. S. Robinson, Secretary to the Nuffield Trust, at the Sailing Centre, Whale Island, on May 29, could hardly have been more appropriate.

The dinghies, purchased on behalf of Portsmouth Command Sailing Association by the Nuffield Trust were blessed by the chaplain, H.M.S. Excellent (the Rev. J. Burgoyne) before being launched.

In the presence of Capt. T. M. B. Firth, chairman of Ports-

mouth Command Sailing Association, Mrs. Robinson named the dinghies The Bloke, The Buffer, Snottie, Grog, Jack Dusty, Tiffy, First-Head and Rum Rat.

up hockey as his main winter sport. He played for Portsmouth Command Lower Deck Hockey Club and later played for United Services.

Drafted to the Physical Training School, Prior became Portsmouth Command swimming, diving and water polo secretary, and was able to indulge in his favourite hobby — water work.

It was during this period that he qualified as a Hampshire swimming and water polo official, attended Loughborough College A.S.A. teachers' course, qualified as an advanced teacher, and was accepted as honorary coach to A.S.A.

### Leaving Service

From 1959 to 1965 he was in charge of the swimming baths at the P.T. School, H.M.S. Ganges and H.M.S. Caledonia, and during the winter months umpired at hockey matches.

After more than 20 years in the game, Prior played in his last competitive water polo game when serving on the staff of the Fleet recreation officer, Malta (1965-68). This was for R.N. (Malta), the Inter-Services competition.

CPO Prior will be leaving the Service next month when he hopes to work professionally as a swimming teacher and water polo coaching.

mouth Command Sailing Association, Mrs. Robinson named the dinghies The Bloke, The Buffer, Snottie, Grog, Jack Dusty, Tiffy, First-Head and Rum Rat.

### Retained trophy

The W.R.N.S. retained the Inter-Service trophy for the ladies foil in the triangular match at R.A.F. Halton on June 11, gaining 19 victories to the R.A.F.'s 18 and the Army's 11.

3/O F. J. Heal (Dauntless), PO Wren R. B. Hughes (Drake) Wren M. A. Smith (Dryad) and Wren S. M. Nunn (Daedalus) fenced for the W.R.N.S.

The Navy men did not do so well, taking third place in the foil (won by the R.A.F.), the epee and the sabre (both won by the Army).

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